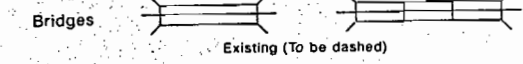
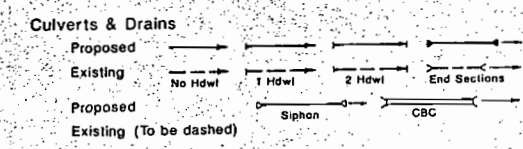
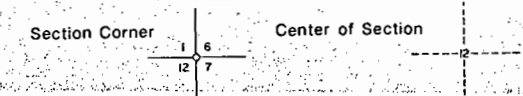
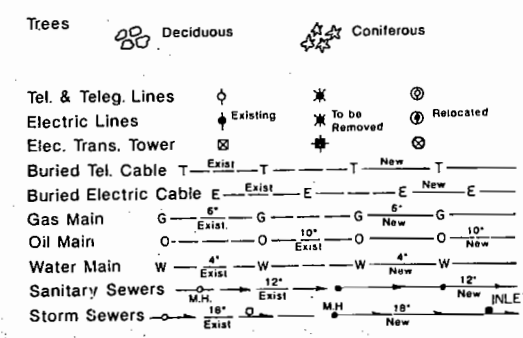
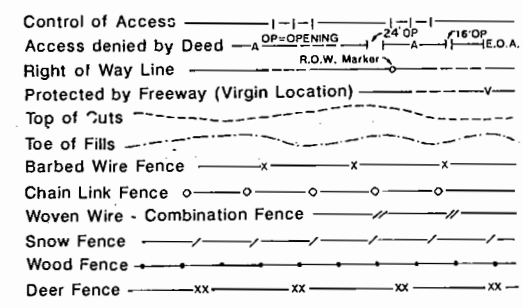
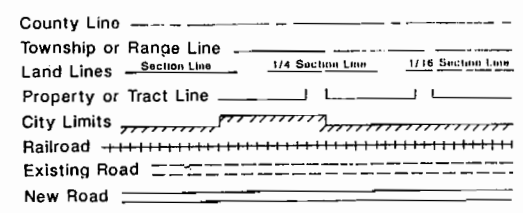


# STATE DEPARTMENT OF HIGHWAYS DIVISION OF HIGHWAYS—STATE OF COLORADO

REGION	DIVISION	PROJECT NO.	NO.	TOTALS
VIII	COLO	CXFC44-0024-09	1	14
RIGHT OF WAY				
S.H. 24-170 TO MINTURN				
REVISIONS				

## RIGHT OF WAY PLAN OF PROPOSED COLORADO PROJECT NO. CXFC 44-0024-09 STATE HIGHWAY NO. 24 EAGLE COUNTY RIGHT OF WAY

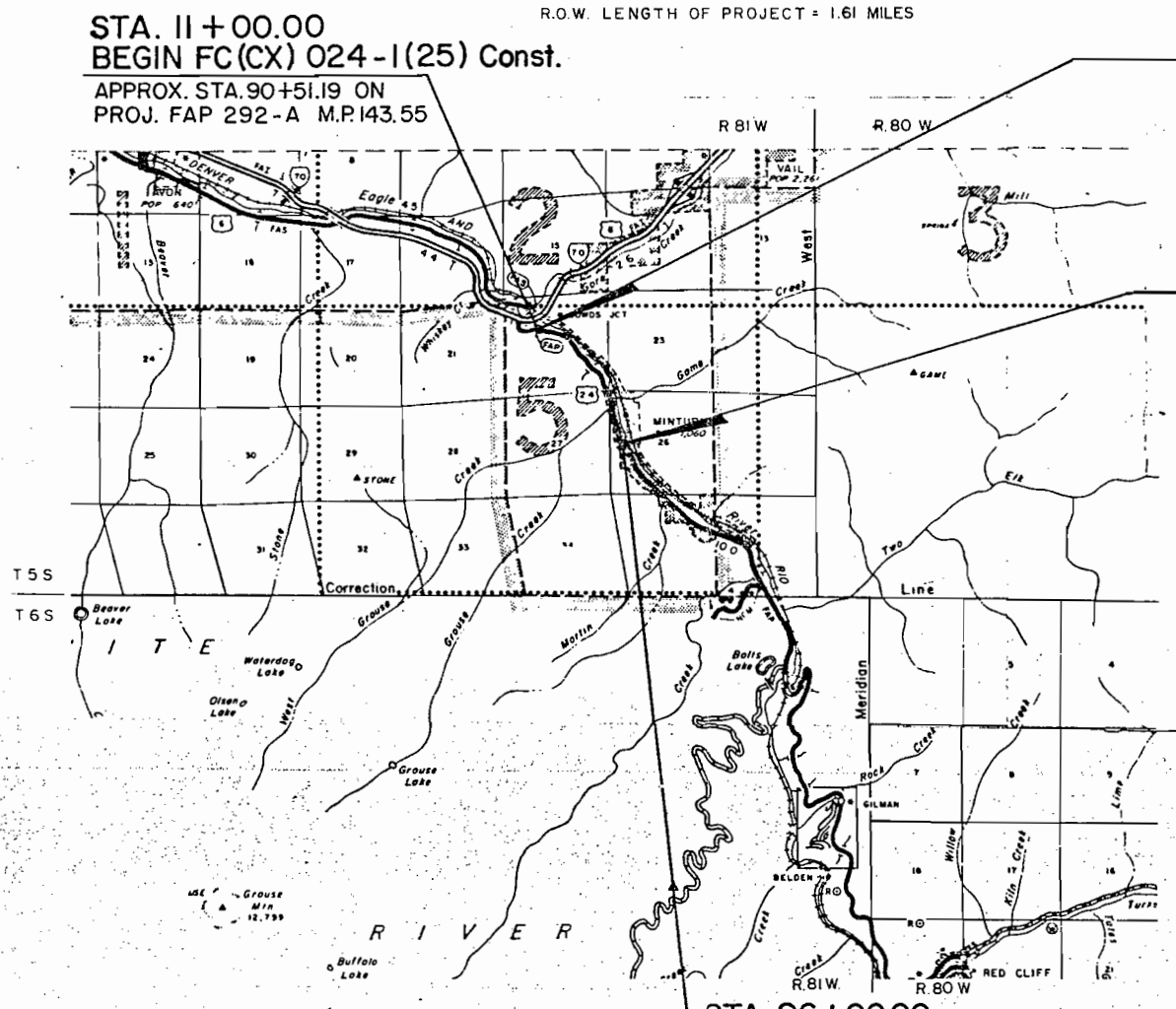
### CONVENTIONAL SIGNS



Basis of Bearings: S. 00° 08' 06" E. along the line from the Northeast Corner of Section 27, T. 5 S., R. 81 W., 6th P.M. (a GLO Brass Cap) to the East Quarter Corner of said Section 27 (a 1942 GLO Brass Cap).

SCALE OF ORIGINAL DRAWINGS  
PLAN SHEETS 1" = 50'  
DETAIL SHEETS 1" = 100'  
OWNERSHIP MAPS 1" = 100'

R.O.W. LENGTH OF PROJECT = 1.61 MILES

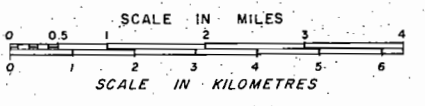


**STA. 11+00.00**  
**BEGIN FC(CX) 024-1(25) Const.**  
APPROX. STA. 90+51.19 ON  
PROJ. FAP 292-A M.P. 143.55

**STA. 10+32.45**  
**BEGIN R.O.W. PROJ. CXFC 44-0024-09**  
APPROX. STA. 89+83.64 ON  
PROJ. FAP 292-A M.P. 144.83

**STA. 95+01.16**  
**END R.O.W. PROJ. CXFC 44-0024-09**  
APPROX. STA. 90+51.19 ON  
PROJ. FAP 292-A M.P. 145.14

**STA. 96+00.00**  
**END FC(CX) 024-1(25) Const.**  
APPROX. STA. 5+51.19 ON  
PROJ. FAP 292-A M.P. 145.16



### INDEX OF SHEETS

1. TITLE SHEET
2. TABULATION OF OWNERSHIP
3. MONUMENTATION SHEET
4. TABULATION OF ROAD APPROACHES
- 5-II. ALIGNMENT SHEETS
- 12-14. OWNERSHIP SHEETS

R.O.W. PLANS PREPARED BY:

**MERRICK & COMPANY**  
(10855 E. BETHANY DRIVE)  
POST OFFICE BOX 22026  
DENVER, COLORADO 80222

SIGNED/SEALED *[Signature]* DATE *April 1990*

DIVISION OF HIGHWAYS

APPROVED

\_\_\_\_\_  
DISTRICT ENGINEER                      DATE

DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

\_\_\_\_\_  
DIVISION ADMINISTRATOR                      DATE

R.O.W. TABULATION OF PROPERTIES IN EAGLE COUNTY

S.H. NO. 24 PROJ. NO. CXFC 44-0024-09

FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.
VIII	COLO.	CXFC 44-0024-09	2

PARCEL NO.	OWNER	ADDRESS	LOCATION	AREA IN ACRES			PARCEL NO.	REMARKS	REVISIONS	
				PARCEL	TO BE ACQUIRED	REMAINDER LEFT			RIGHT	11-19-90 Drafting corrections
			T5S, R81W, 6th P.M.							
101	United States of America, White River National Forest	P.O. Box 948, Glenwood Springs, CO 81602	Part of W1/2, W1/2 Sec. 26, E1/2, E1/2 Sec. 27, Sec. 22.	11.942			101			
102	United States of America, White River National Forest	P.O. Box 948, Glenwood Springs, CO 81602	Part of SW1/4 Sec. 23, Sec. 22.	5.764		N/A	102			
TE-103	Minturn Realty Co., Inc., a New York Corp.	P.O. Box 130, Minturn, CO 81645	Part of NW1/4, NW1/4 Sec. 26.	.067			TE-103	Book 429, Page 52, Temporary Driveway Construction Easement		
TE-104	Stephen D. Warren	P.O. Box 746, Vail, CO 81658	Part of NW1/4, NW1/4 Sec. 26.	.049			TE-104	Book 445, Page 584, Temporary Driveway Construction Easement		
TE-105	Carl M. Dietz & Jack A. Wilkin	P.O. Box 388, Vail, CO 81658 P.O. Box BB, Edwards, CO 81632	Part of NW1/4, NW1/4 Sec. 26.	.049			TE-105	Book 420, page 746 & Book 496, Page 335, Temporary Driveway Construction Easement		
TE-106	Denver and Rio Grande Western Railroad, a Delaware Corp.	201 Santa Fe Dr., Denver, CO	Part of W1/2, NW1/4 Sec. 26.	0.544	0.544	N/A	106	Book 106, Page 158		
PE-103	Minturn Realty Co., Inc., a New York Corp.	P.O. Box 130, Minturn, CO 81645	Part of NW1/4NW1/4 Sec. 26	0.014	0.014	N/A	PE-103	Book 429, Page 52, Construction and maintenance of a 30 in. culvert		
TE-103A	Same as above	Same as above	Same as above	0.044		N/A	TE-103A	Book 429, Page 52, Temporary easement for construction of a ditch		

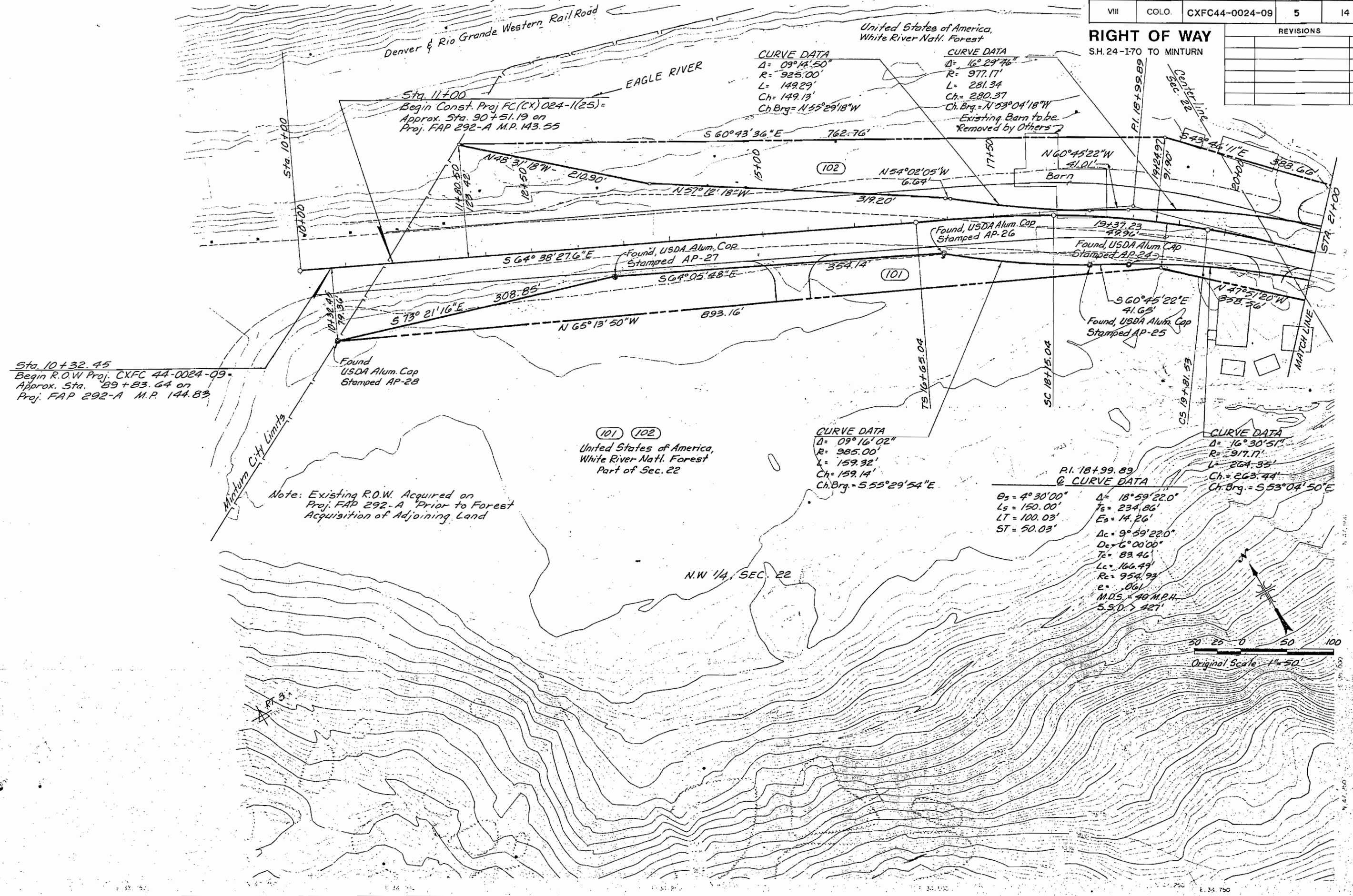




T. 55., R. 81 W., 6th P.M.

ED ROAD REGION	DIVISION	PROJ. NO.	SHEET NO	SHEET TOTALS
VIII	COLO.	CXFC44-0024-09	5	14

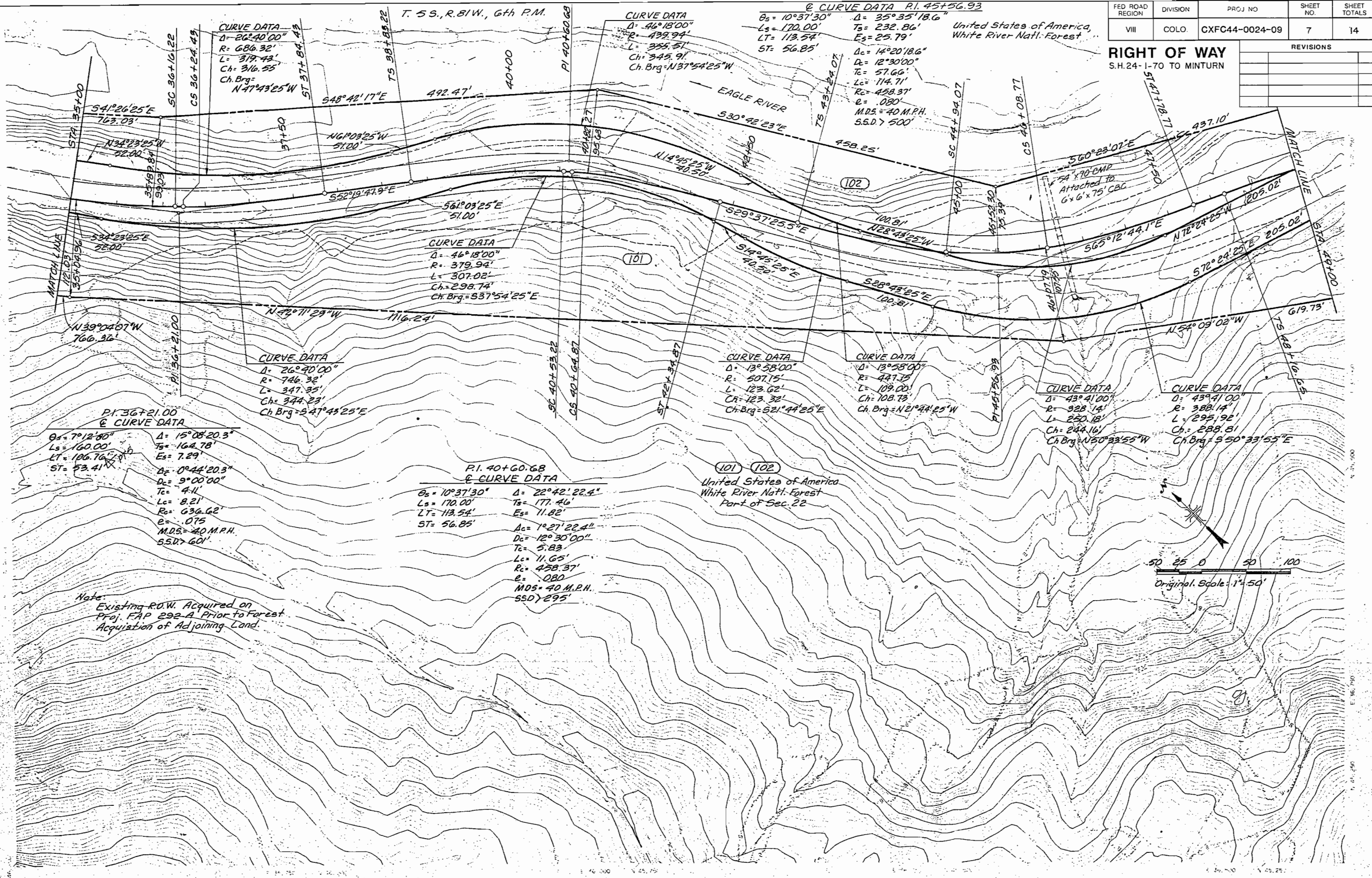
RIGHT OF WAY		REVISIONS	
S.H. 24-I70 TO MINTURN			





FED ROAD REGION	DIVISION	PROJ NO	SHEET NO.	SHEET TOTALS
VIII	COLO.	CXFC44-0024-09	7	14

RIGHT OF WAY		REVISIONS	
S.H. 24-1-70 TO MINTURN			



**CURVE DATA**  
 $\Delta = 26^\circ 40' 00''$   
 $R = 686.32'$   
 $L = 319.43'$   
 $Ch = 316.55'$   
 $Ch. Brg = N47^\circ 43' 25'' W$

**CURVE DATA**  
 $\Delta = 46^\circ 18' 00''$   
 $R = 439.94'$   
 $L = 355.51'$   
 $Ch = 345.91'$   
 $Ch. Brg = N37^\circ 54' 25'' W$

**CURVE DATA P.I. 45+56.93**  
 $\theta_s = 10^\circ 37' 30''$   $\Delta = 35^\circ 35' 18.6''$   
 $L_s = 170.00'$   $T_s = 232.86'$   
 $LT = 113.54'$   $E_s = 25.79'$   
 $ST = 56.85'$   
 $\Delta_c = 14^\circ 20' 18.6''$   
 $D_c = 12^\circ 30' 00''$   
 $T_c = 57.66'$   
 $L_c = 114.71'$   
 $R_c = 458.37'$   
 $e = .080'$   
 $MDS = 40 M.P.H.$   
 $SSD = 750'$

**CURVE DATA**  
 $\Delta = 46^\circ 18' 00''$   
 $R = 379.94'$   
 $L = 307.92'$   
 $Ch = 298.74'$   
 $Ch. Brg = S37^\circ 54' 25'' E$

**CURVE DATA**  
 $\Delta = 26^\circ 40' 00''$   
 $R = 746.32'$   
 $L = 347.35'$   
 $Ch = 344.23'$   
 $Ch. Brg = S47^\circ 43' 25'' E$

**P.I. 36+21.00**  
**CURVE DATA**  
 $\theta_s = 7^\circ 12' 50''$   $\Delta = 15^\circ 08' 20.3''$   
 $L_s = 160.00'$   $T_s = 162.78'$   
 $LT = 106.76'$   $E_s = 7.29'$   
 $ST = 53.41'$   
 $\Delta_c = 0^\circ 44' 20.3''$   
 $D_c = 9^\circ 00' 00''$   
 $T_c = 4.1'$   
 $L_c = 8.21'$   
 $R_c = 636.62'$   
 $e = .075'$   
 $MDS = 40 M.P.H.$   
 $SSD = 601'$

**P.I. 40+60.68**  
**CURVE DATA**  
 $\theta_s = 10^\circ 37' 30''$   $\Delta = 22^\circ 42' 22.4''$   
 $L_s = 170.00'$   $T_s = 177.46'$   
 $LT = 113.54'$   $E_s = 11.82'$   
 $ST = 56.85'$   
 $\Delta_c = 1^\circ 27' 22.4''$   
 $D_c = 12^\circ 30' 00''$   
 $T_c = 5.83'$   
 $L_c = 11.65'$   
 $R_c = 458.37'$   
 $e = .080'$   
 $MDS = 40 M.P.H.$   
 $SSD = 295'$

**CURVE DATA**  
 $\Delta = 13^\circ 58' 00''$   
 $R = 507.15'$   
 $L = 123.62'$   
 $Ch = 123.32'$   
 $Ch. Brg = S21^\circ 44' 25'' E$

**CURVE DATA**  
 $\Delta = 13^\circ 58' 00''$   
 $R = 447.15'$   
 $L = 109.00'$   
 $Ch = 108.73'$   
 $Ch. Brg = N21^\circ 44' 25'' W$

**CURVE DATA**  
 $\Delta = 43^\circ 41' 00''$   
 $R = 328.14'$   
 $L = 250.18'$   
 $Ch = 244.16'$   
 $Ch. Brg = N50^\circ 23' 55'' W$

**CURVE DATA**  
 $\Delta = 43^\circ 41' 00''$   
 $R = 388.14'$   
 $L = 295.19'$   
 $Ch = 288.81'$   
 $Ch. Brg = S50^\circ 33' 55'' E$

**Note:**  
 Existing R.O.W. Acquired on  
 Proj. FAP 292-A Prior to Forest  
 Acquisition of Adjoining Land.

T. 55, R. 81 W., 6th P.M.

SECTION 23  
@ CURVE DATA, P.I. 57+18.85

SECTION 23

FED ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.	SHEET TOTALS
VIII	COLO.	CXFC44-0024-09	8	14

RIGHT OF WAY		REVISIONS	
S.H. 24-I-70 TO MINTURN			

**CURVE DATA**  
 $\Delta = 73^{\circ}00'00''$   
 $R = 388.13'$   
 $L = 494.51'$   
 $Ch = 461.74'$   
 $Ch. Brq = N 35^{\circ}54'25'' W$

**CURVE DATA**  
 $\Delta = 7^{\circ}12'00''$   
 $L_s = 120.00'$   
 $LT = 80.07'$   
 $ST = 40.06'$   
 $\Delta_c = 39^{\circ}38'02.4''$   
 $T_s = 232.48'$   
 $E_s = 31.39'$

**CURVE DATA**  
 $\Delta = 05^{\circ}09'36''$   
 $R = 507.64'$   
 $L = 45.71'$   
 $Ch = 45.69'$   
 $Ch Brq = N 39^{\circ}05'37'' W$

**CURVE DATA**  
 $\Delta = 73^{\circ}00'00''$   
 $R = 328.13'$   
 $L = 418.07'$   
 $Ch = 390.36'$   
 $Ch. Brq = S 35^{\circ}54'25'' E$

**CURVE DATA**  
 $\Delta = 42^{\circ}16'00''$   
 $R = 507.55'$   
 $L = 374.41'$   
 $Ch = 365.98'$   
 $Ch Brq = S 20^{\circ}32'25'' E$

**CURVE DATA**  
 $\Delta = 42^{\circ}16'00''$   
 $R = 447.55'$   
 $L = 330.15'$   
 $Ch = 322.72'$   
 $Ch. Brq = N 20^{\circ}38'25'' W$

**CURVE DATA**  
 $\Delta = 17^{\circ}22'56''$   
 $R = 447.54'$   
 $L = 135.77'$   
 $Ch = 135.25'$   
 $Ch Brq = S 32^{\circ}58'57'' E$

**CURVE DATA**  
 $\Delta = 23^{\circ}10'16''$   
 $R = 507.54'$   
 $L = 205.26'$   
 $Ch = 203.86'$   
 $Ch Brq = N 24^{\circ}55'41'' W$

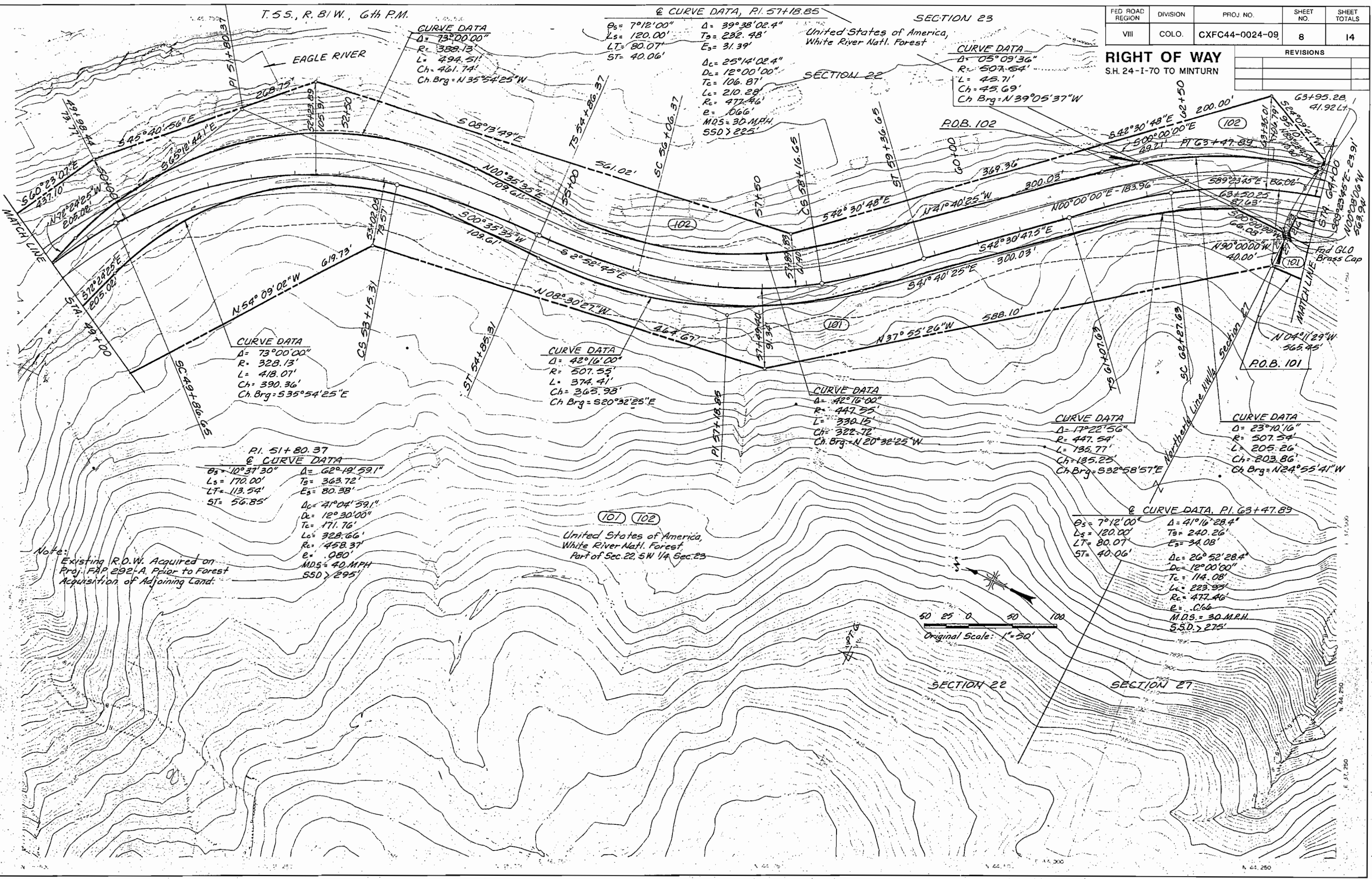
**P.I. 51+80.37**  
**@ CURVE DATA**  
 $\Delta = 10^{\circ}37'30''$   
 $L_s = 170.00'$   
 $LT = 113.54'$   
 $ST = 56.85'$   
 $\Delta_c = 62^{\circ}19'59.1''$   
 $T_s = 363.72'$   
 $E_s = 80.38'$

**P.I. 57+18.85**  
**@ CURVE DATA**  
 $\Delta = 41^{\circ}04'59.1''$   
 $R = 458.37'$   
 $L = 328.66'$   
 $Ch = 322.72'$   
 $Ch. Brq = N 20^{\circ}38'25'' W$   
 $e = .080'$   
 $M.D.S. = 40 M.P.H.$   
 $S.S.D. > 295'$

**P.I. 63+47.89**  
**@ CURVE DATA**  
 $\Delta = 7^{\circ}12'00''$   
 $L_s = 120.00'$   
 $LT = 80.07'$   
 $ST = 40.06'$   
 $\Delta_c = 41^{\circ}16'28.4''$   
 $T_s = 240.26'$   
 $E_s = 34.08'$   
 $\Delta_c = 26^{\circ}52'28.4''$   
 $T_c = 114.08'$   
 $L_c = 223.93'$   
 $R_c = 477.46'$   
 $e = .066'$   
 $M.D.S. = 30 M.P.H.$   
 $S.S.D. > 275'$

United States of America,  
White River Natl. Forest,  
Part of Sec. 22, SW 1/4 Sec. 23

Note:  
Existing R.O.W. Acquired on  
Proj. FAP 292-A. Prior to Forest  
Acquisition of Adjoining Land.



FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.	SHEET TOTALS
VIII	COLO.	CXFC44-0024-09	9	14

REVISIONS		
5-2-91	Drafting correction	JWJ
8-15-91	Add PE103 & TE103A	LB

**CURVE DATA**

$\Delta = 11^{\circ}36'10''$   
 $R = 507.50'$   
 $L = 102.77'$   
 $Ch = 102.60'$   
 $Ch Brg = N 07^{\circ}38'03'' W$

**RIGHT OF WAY**  
 S.H. 24-1-70 TO MINTURN

**CURVE DATA, P.I. 76+26.63**

$\theta_s = 5^{\circ}15'00''$   
 $L_s = 175.00'$   
 $ET = 116.72'$   
 $ST = 58.38'$   
 $\Delta_c = 24^{\circ}21'39.7''$   
 $T_s = 293.89'$   
 $E_s = 23.36'$   
 $\Delta_c = 13^{\circ}51'39.7''$   
 $D_c = 6^{\circ}00'00''$   
 $T_c = 116.08'$   
 $L_c = 231.02'$   
 $R_c = 954.93'$   
 $e = .061$   
 $M.D.S. = 40 \text{ M.P.H.}$   
 $S.S.D. = 427'$

**CURVE DATA**

$\Delta = 13^{\circ}31'56''$   
 $R = 447.50'$   
 $L = 102.69'$   
 $Ch = 105.45'$   
 $Ch Brg = S 08^{\circ}35'56'' E$

**CURVE DATA**

$\Delta = 25^{\circ}33'00''$   
 $R = 746.25'$   
 $L = 332.78'$   
 $Ch = 330.03'$   
 $Ch Brg = S 12^{\circ}36'28'' E$

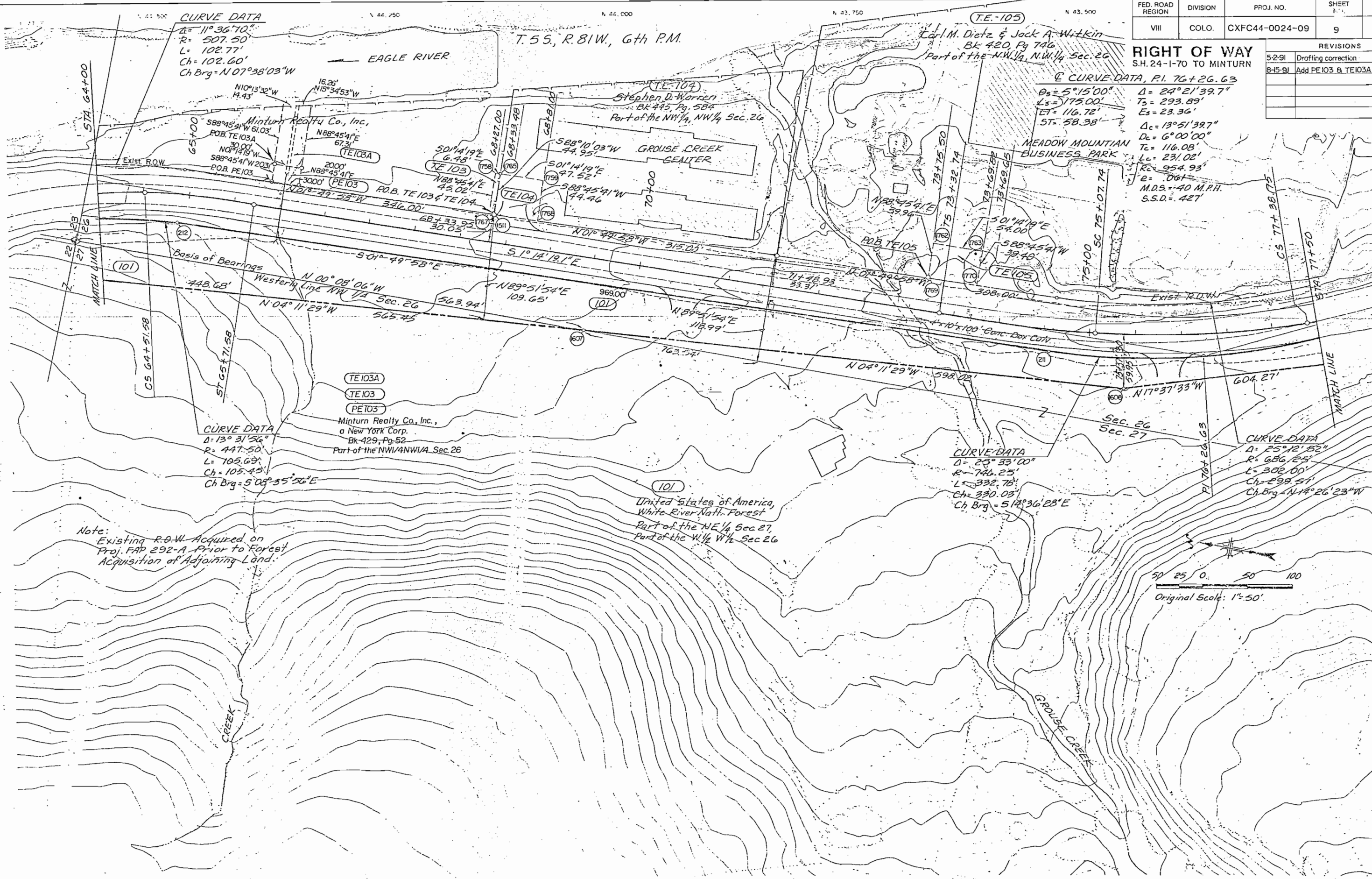
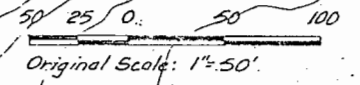
**CURVE DATA**

$\Delta = 25^{\circ}12'52''$   
 $R = 686.25'$   
 $L = 302.00'$   
 $Ch = 298.57'$   
 $Ch Brg = N 14^{\circ}26'23'' W$

TE103A  
 TE103  
 PE103  
 Minturn Realty Co., Inc.,  
 a New York Corp.  
 BK 429, Pg 52  
 Part of the NW 1/4 NW 1/4 Sec. 26

101  
 United States of America,  
 White River Natl. Forest  
 Part of the NE 1/4 Sec 27,  
 Part of the W 1/2 W 1/2 Sec 26

Note:  
 Existing R.O.W. Acquired on  
 Proj. FAP 292-A Prior to Forest  
 Acquisition of Adjoining Land.



T. 5 S., R. 81 W., 6th P.M.

**CURVE DATA**  
 $\Delta = 25^{\circ}12'52''$   
 $R = 686.25'$   
 $L = 302.00'$   
 $Ch = 299.57'$   
 $Ch Brq = N14^{\circ}26'23''W$

**CURVE DATA**  
 $\Delta = 20^{\circ}23'27.8''$   
 $R = 704.10'$   
 $L = 250.58'$   
 $Ch = 249.26'$   
 $Ch Brq = N17^{\circ}11'14''W$

**CURVE DATA**  
 $\Delta = 04^{\circ}28'32''$   
 $R = 704.10'$   
 $L = 55.00'$   
 $Ch = 54.99'$   
 $Ch Brq = N04^{\circ}45'14''W$

**CURVE DATA**  
 $\Delta = 12^{\circ}58'00''$   
 $R = 985.00'$   
 $L = 222.92'$   
 $Ch = 222.44'$   
 $Ch Brq = N03^{\circ}58'03''E$

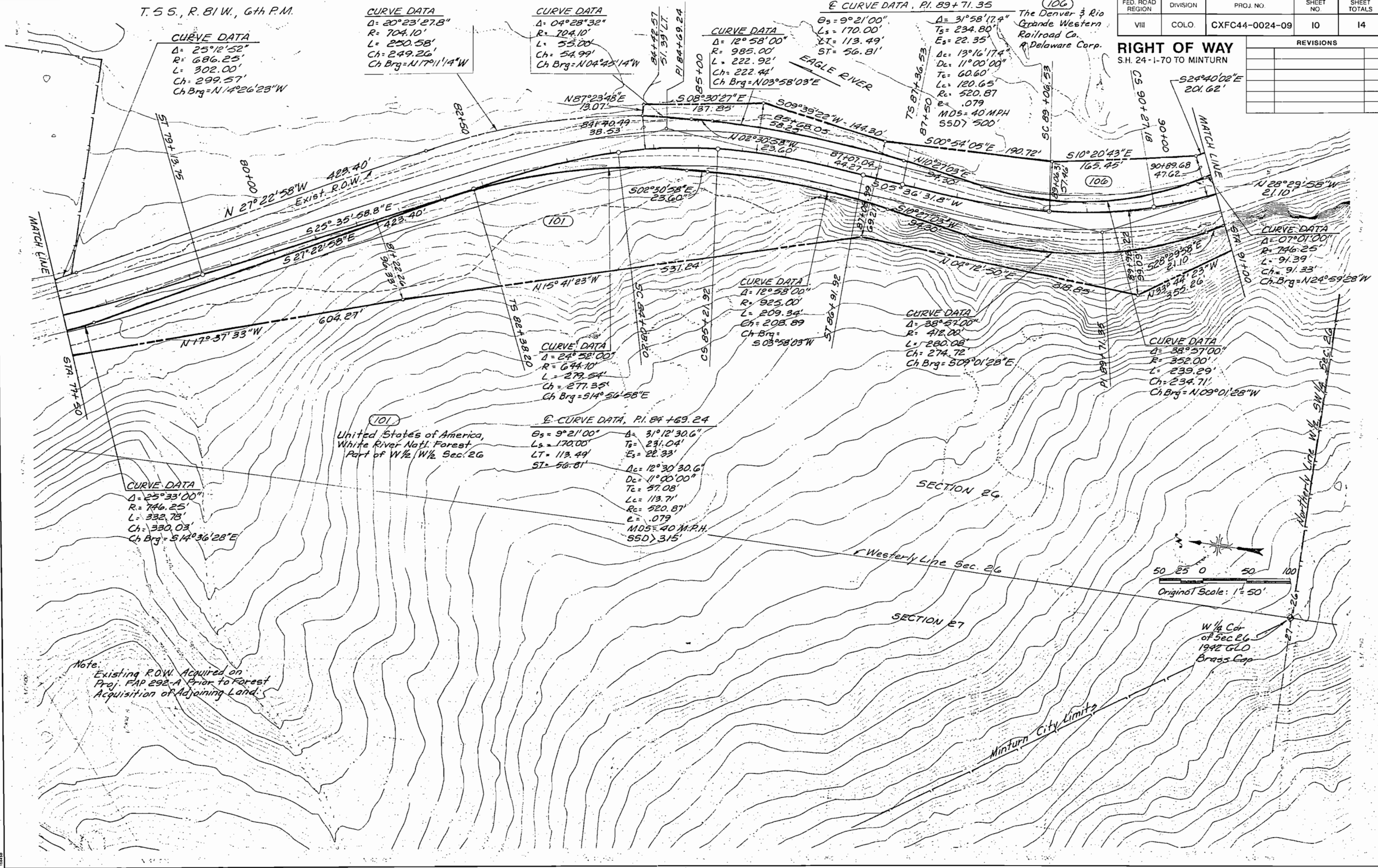
**E CURVE DATA, P.I. 89+71.35**  
 $\theta_s = 9^{\circ}21'00''$   
 $L_s = 170.00'$   
 $LT = 113.49'$   
 $ST = 56.81'$   
 $\Delta = 31^{\circ}58'17.4''$   
 $T_s = 234.80'$   
 $E_s = 22.35'$   
 $\Delta_c = 13^{\circ}16'17.4''$   
 $D_c = 11^{\circ}00'00''$   
 $T_c = 60.60'$   
 $L_c = 120.65'$   
 $R_c = 520.87'$   
 $e = .079$   
 $MD5 = 40 MPH$   
 $SSD > 500'$

The Denver & Rio Grande Western Railroad Co. of Delaware Corp.

FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.	SHEET TOTALS
VIII	COLO.	CXFC44-0024-09	10	14

**RIGHT OF WAY**  
S.H. 24-1-70 TO MINTURN

REVISIONS	



**CURVE DATA**  
 $\Delta = 25^{\circ}33'00''$   
 $R = 746.25'$   
 $L = 332.73'$   
 $Ch = 330.03'$   
 $Ch Brq = S14^{\circ}36'28''E$

United States of America, White River Natl. Forest, Part of W 1/2 W 1/2 Sec. 26

**CURVE DATA**  
 $\Delta = 24^{\circ}52'00''$   
 $R = 644.10'$   
 $L = 279.54'$   
 $Ch = 277.35'$   
 $Ch Brq = S14^{\circ}50'58''E$

**E CURVE DATA, P.I. 84+63.24**  
 $\theta_s = 9^{\circ}21'00''$   
 $L_s = 170.00'$   
 $LT = 113.49'$   
 $ST = 56.81'$   
 $\Delta = 31^{\circ}12'30.6''$   
 $T_s = 231.04'$   
 $E_s = 22.33'$   
 $\Delta_c = 12^{\circ}30'30.6''$   
 $D_c = 11^{\circ}00'00''$   
 $T_c = 57.08'$   
 $L_c = 113.71'$   
 $R_c = 520.87'$   
 $e = .079$   
 $MD5 = 40 M.P.H.$   
 $SSD > 315'$

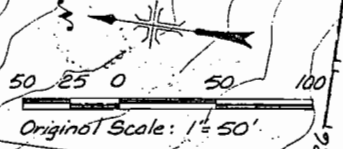
**CURVE DATA**  
 $\Delta = 12^{\circ}58'00''$   
 $R = 925.00'$   
 $L = 209.34'$   
 $Ch = 208.89'$   
 $Ch Brq = S03^{\circ}58'03''W$

**CURVE DATA**  
 $\Delta = 38^{\circ}57'00''$   
 $R = 412.00'$   
 $L = 280.08'$   
 $Ch = 274.72'$   
 $Ch Brq = S09^{\circ}01'28''E$

**CURVE DATA**  
 $\Delta = 38^{\circ}57'00''$   
 $R = 352.00'$   
 $L = 239.29'$   
 $Ch = 234.71'$   
 $Ch Brq = N10^{\circ}01'28''W$

**CURVE DATA**  
 $\Delta = 07^{\circ}01'00''$   
 $R = 746.25'$   
 $L = 91.39'$   
 $Ch = 91.33'$   
 $Ch Brq = N24^{\circ}59'28''W$

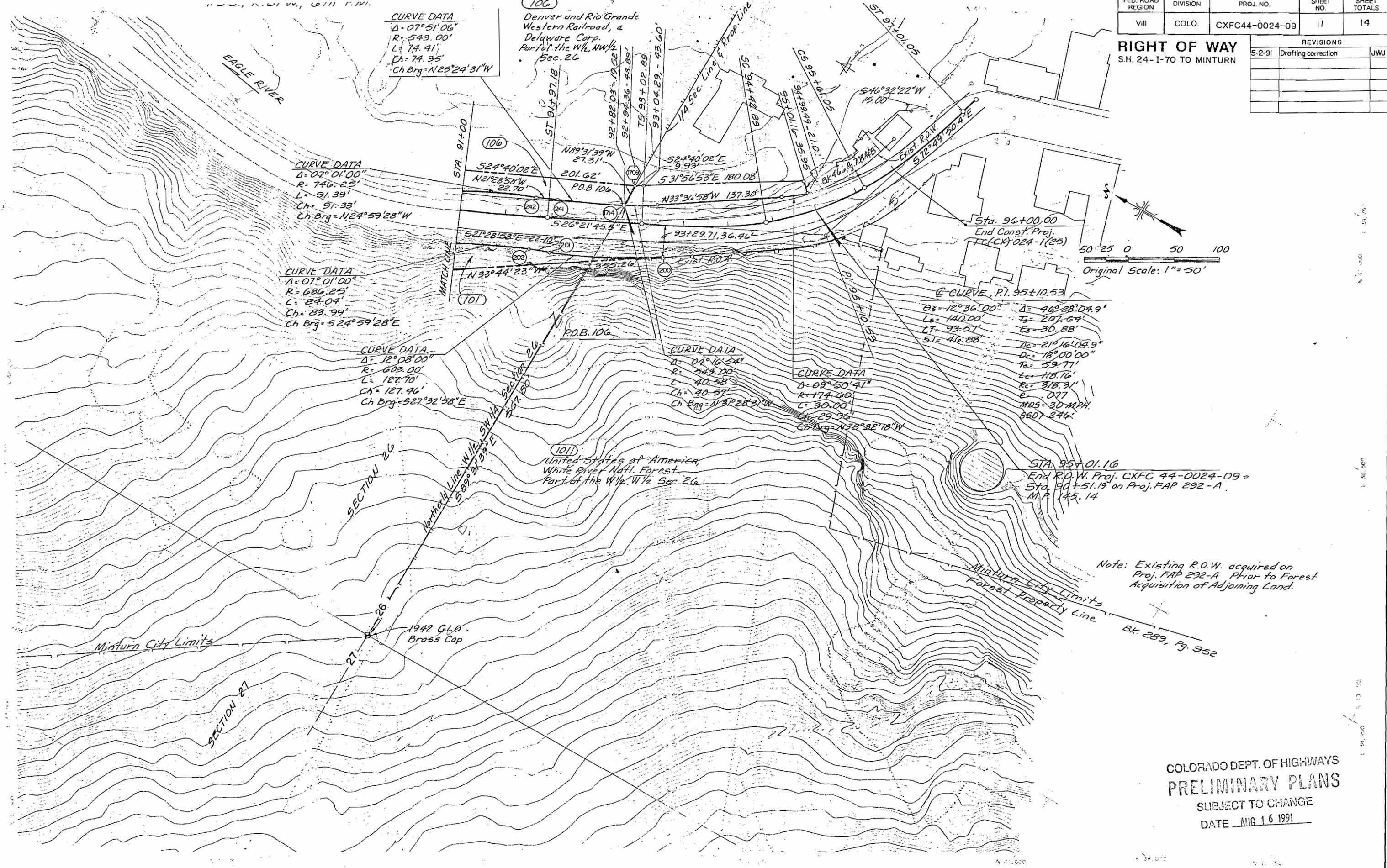
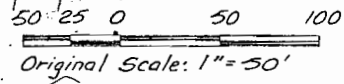
Note: Existing R.O.W. Acquired on Proj. FAP 292-A Prior to Forest Acquisition of Adjoining Land.



W 1/4 Cor of Sec 26, 1942 GLO Brass Cap

REVISIONS		
5-2-91	Drafting correction	JWJ

**RIGHT OF WAY**  
S.H. 24-I-70 TO MINTURN



**CURVE DATA**  
 $\Delta = 07^{\circ}51'06''$   
 $R = 543.00'$   
 $L = 74.41'$   
 $Ch = 74.35'$   
 $Ch Brq = N25^{\circ}24'31''W$

Denver and Rio Grande  
Western Railroad, a  
Delaware Corp.  
Part of the W $\frac{1}{2}$ , NW $\frac{1}{2}$   
Sec. 26

**CURVE DATA**  
 $\Delta = 07^{\circ}01'00''$   
 $R = 746.25'$   
 $L = 91.33'$   
 $Ch = 91.33'$   
 $Ch Brq = N24^{\circ}59'28''W$

**CURVE DATA**  
 $\Delta = 07^{\circ}01'00''$   
 $R = 686.25'$   
 $L = 84.04'$   
 $Ch = 83.99'$   
 $Ch Brq = S24^{\circ}59'28''E$

**CURVE DATA**  
 $\Delta = 12^{\circ}08'00''$   
 $R = 603.00'$   
 $L = 127.70'$   
 $Ch = 127.46'$   
 $Ch Brq = S27^{\circ}32'58''E$

**CURVE DATA**  
 $\Delta = 04^{\circ}16'54''$   
 $R = 543.00'$   
 $L = 40.58'$   
 $Ch = 40.57'$   
 $Ch Brq = N31^{\circ}28'51''W$

**CURVE DATA**  
 $\Delta = 09^{\circ}50'41''$   
 $R = 174.60'$   
 $L = 30.00'$   
 $Ch = 29.96'$   
 $Ch Brq = N35^{\circ}32'18''W$

**E CURVE, P.I. 95+10.53**  
 $\theta = 12^{\circ}36'00''$      $\Delta = 46^{\circ}28'04.9''$   
 $L_s = 140.00'$      $T_s = 207.64'$   
 $LT = 93.57'$      $E_s = 30.88'$   
 $ST = 46.88'$      $D_c = 21^{\circ}16'04.9''$   
 $D_c = 18^{\circ}00'00''$   
 $T_c = 59.77'$   
 $L_c = 118.76'$   
 $R_c = 318.31'$   
 $E_c = .017$   
 $MOS = 30 MPH$   
 $SSD = 246'$

STA 95+01.16  
End R.O.W. Proj. CXFC 44-0024-09 =  
Sta. 90+51.19 on Proj. FAP 292-A  
M.P. 145.14

Note: Existing R.O.W. acquired on  
Proj. FAP 292-A Prior to Forest  
Acquisition of Adjoining Land.

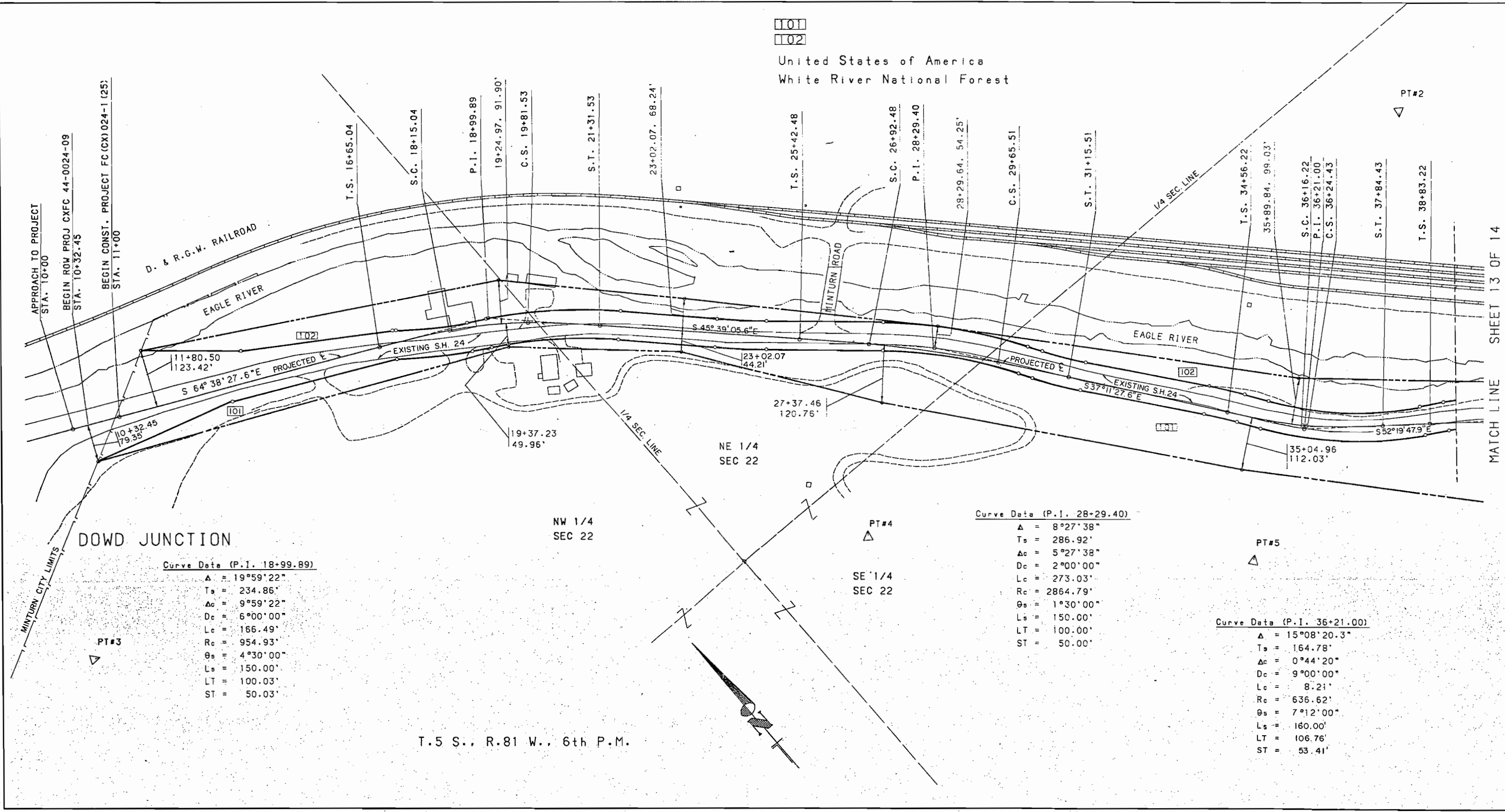
COLORADO DEPT. OF HIGHWAYS  
**PRELIMINARY PLANS**  
SUBJECT TO CHANGE  
DATE AUG 16 1991

STATE DEPARTMENT OF HIGHWAYS  
DIVISION OF HIGHWAYS - STATE OF COLORADO  
**PROJECT CXFC 44-0024-09**  
R.O.W. OWNERSHIP MAP  
T.5 S..R.81 W. 6TH P.M.  
EAGLE COUNTY  
SCALE IN FEET  
0 100 200 300

FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.	SHEET TOTALS
VIII	COLO.	CXFC 44-0024-09	12	14

RIGHT OF WAY  
S.H.24 1-70 TO MINTURN

REVISIONS	

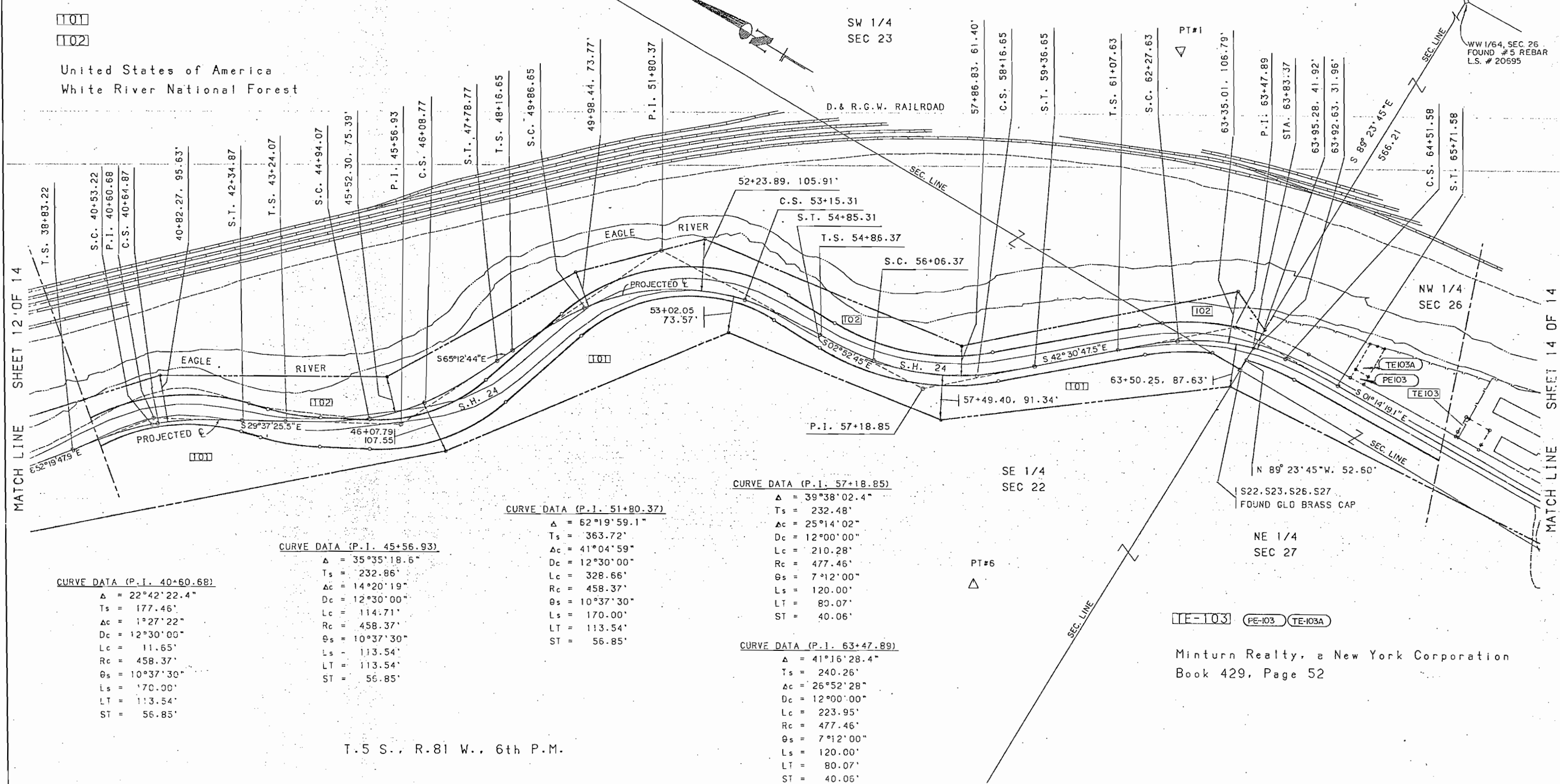
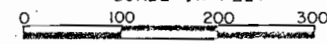


STATE DEPARTMENT OF HIGHWAYS  
DIVISION OF HIGHWAYS - STATE OF COLORADO  
PROJECT CXFC 44-0024-09  
R.O.W. OWNERSHIP MAP  
T.5 S., R.81 W. 6TH P.M.  
EAGLE COUNTY  
SCALE IN FEET

FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.	SHEET TOTALS
VIII	COLD.	CXFC 44-0024-09	13	14

RIGHT OF WAY  
S.H. 24 I-70 TO MINTURN

REVISIONS		
DATE	DESCRIPTION	BY
8-15-91	Add PE103, TE103A	LB



CURVE DATA (P.I. 40+60.68)

Δ	= 22°42'22.4"
Ts	= 177.46'
Δc	= 1°27'22"
Dc	= 12°30'00"
Lc	= 11.65'
Rc	= 458.37'
θs	= 10°37'30"
Ls	= 170.00'
LT	= 113.54'
ST	= 56.85'

CURVE DATA (P.I. 45+56.93)

Δ	= 35°35'18.6"
Ts	= 232.86'
Δc	= 14°20'19"
Dc	= 12°30'00"
Lc	= 114.71'
Rc	= 458.37'
θs	= 10°37'30"
Ls	= 113.54'
LT	= 113.54'
ST	= 56.85'

CURVE DATA (P.I. 51+80.37)

Δ	= 62°19'59.1"
Ts	= 363.72'
Δc	= 41°04'59"
Dc	= 12°30'00"
Lc	= 328.66'
Rc	= 458.37'
θs	= 10°37'30"
Ls	= 170.00'
LT	= 113.54'
ST	= 56.85'

CURVE DATA (P.I. 57+18.85)

Δ	= 39°38'02.4"
Ts	= 232.48'
Δc	= 25°14'02"
Dc	= 12°00'00"
Lc	= 210.28'
Rc	= 477.46'
θs	= 7°12'00"
Ls	= 120.00'
LT	= 80.07'
ST	= 40.06'

CURVE DATA (P.I. 63+47.89)

Δ	= 41°16'28.4"
Ts	= 240.26'
Δc	= 26°52'28"
Dc	= 12°00'00"
Lc	= 223.95'
Rc	= 477.46'
θs	= 7°12'00"
Ls	= 120.00'
LT	= 80.07'
ST	= 40.06'

TE-103 PE-103 TE-103A

Minturn Realty, a New York Corporation  
Book 429, Page 52

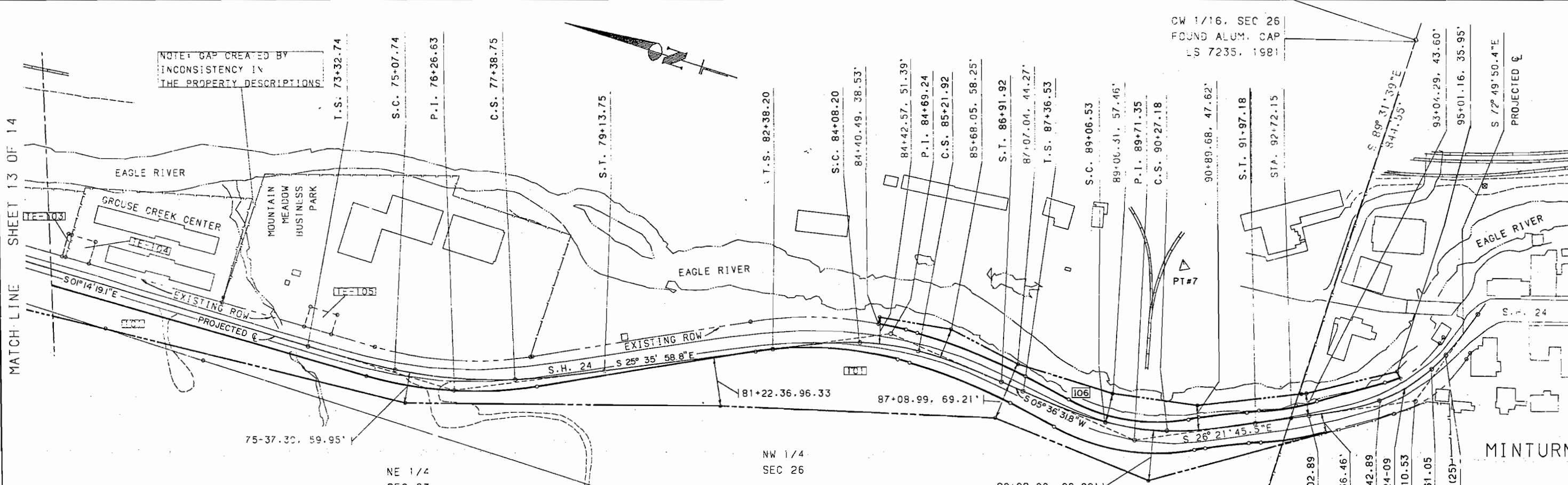
T.5 S., R.81 W., 6th P.M.

STATE DEPARTMENT OF HIGHWAYS  
 DIVISION OF HIGHWAYS - STATE OF COLORADO  
**PROJECT CXFC 44-0024-09**  
 R.O.W. OWNERSHIP MAP  
 T.5 S., R.81 W. 6TH P.M.  
 EAGLE COUNTY  
 SCALE IN FEET  
 0 100 200 300

FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.	SHEET TOTALS
VIII	COLO.	CXFC 44-0024-09	14	14

RIGHT OF WAY  
 S.H. 24 I-70 TO MINTURN

REVISIONS	



Curve Data (P.I. 76+26.63)

Δ	= 24°21'39.7"
Ts	= 293.89'
Δc	= 13°51'40"
Dc	= 6°00'00"
Lc	= 231.02'
Rc	= 954.93'
θs	= 5°15'00"
Ls	= 175.00'
LT	= 116.72'
ST	= 58.38'

Curve Data (P.I. 84+69.24)

Δ	= 31°12'30.6"
Ts	= 231.04'
Δc	= 12°30'31"
Dc	= 11°00'00"
Lc	= 113.71'
Rc	= 520.87'
θs	= 9°21'00"
Ls	= 170.00'
LT	= 113.49'
ST	= 56.81'

Curve Data (P.I. 89+71.35)

Δ	= 31°58'17.4"
Ts	= 234.80'
Δc	= 13°16'17"
Dc	= 11°00'00"
Lc	= 120.65'
Rc	= 520.87'
θs	= 9°21'00"
Ls	= 170.00'
LT	= 113.49'
ST	= 56.81'

Curve Data (P.I. 95+10.53)

Δ	= 46°28'04.9"
Ts	= 207.64'
Δc	= 21°16'05"
Dc	= 18°00'00"
Lc	= 118.16'
Rc	= 318.31'
θs	= 12°36'00"
Ls	= 140.00'
LT	= 93.57'
ST	= 46.88'

**[101]**  
 United States of America  
 White River National Forest  
**[TE-104]**  
 Stephen D. Warren  
 Book 445, Page 584

**[TE-105]**  
 Carl M. Dietz & Jack A. Witkin  
 Book 420, Page 746 & Book 496, Page 335

**[106]**  
 Denver & Rio Grande Western Railroad,  
 a Delaware Corporation  
 Book 106, Page 158

T.5 S., R.81 W., 6TH P.M.