

COLORADO STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 151-E STATE HIGHWAY NO. 2 GRAND COUNTY

INDEX OF SHEETS

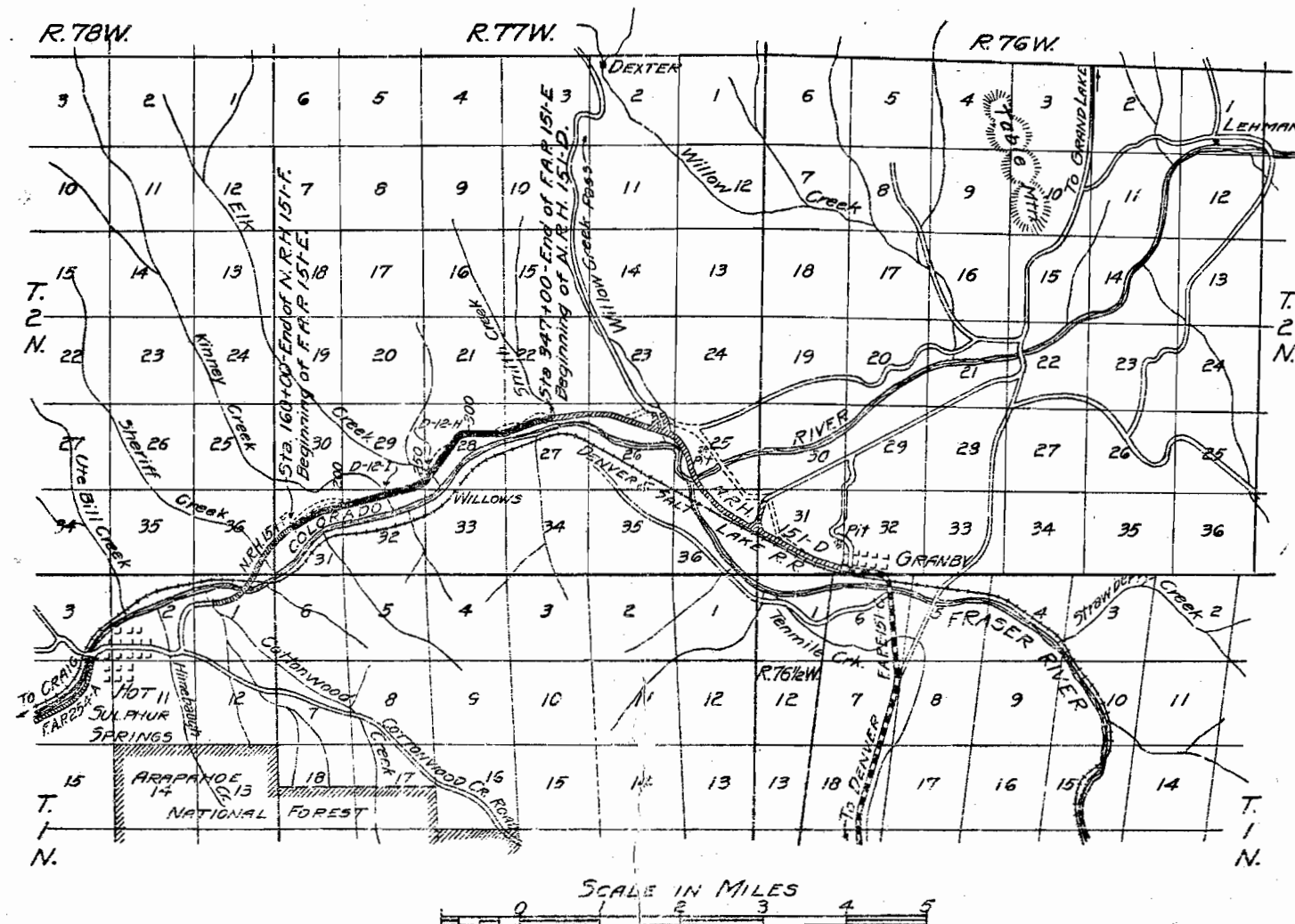
1. Title Sheet.
2. Typical Cross Section & Summary.
3. List of Structures.
- 4-6. Bridge Details, Sta. 258+
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CONVENTIONAL SIGNS

Center Line of Survey ————
 Right of Way Line ————
 Section Line ————
 One Quarter Section Line ————
 Railroads ————
 Barbed Wire Fence ————
 Wire Cable Guard Fence ————
 Pole Lines ————
 Ditches ————

SCALES OF ORIGINAL TRACINGS

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 18,638.2 FT. = 3.529 MI.
 NET LENGTH OF PROJECT



NOTE

It is recommended that bidders on this Project go over the plan details with one of the following field representatives of this Department:-
 H.L. Jenness, Division Engineer, located at Glenwood Springs.
 Robt. Greisiger, Resident " " " Hot Sulphur Springs.

RECOMMENDED FOR APPROVAL 2/15/35

J. H. H. H.
 APPROVED

Chas. H. H.
 STATE HIGHWAY ENGINEER

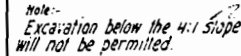
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TYPICAL CROSS SECTION



Thickness of Base Course Surfacing is to be considered approximate only. Base Course Surfacing is to be placed at the rate of 80 tons per 100 ft of roadway plus 15 tons per 100 ft of Grade "B" Surfacing, which is to be stock piled adjacent to Right of Way, between Sta. 240 and Sta. 257. Stock piled material will be spread and oil processed by State. The 80 tons of surfacing per 100 ft of roadway is to be placed in two courses. The bottom course, approximately 3" thick, is to be placed at the rate of 47 tons per 100 ft, and the top course, approximately 2 1/4" thick, is to be placed at the rate of 33 tons per 100 ft.

1/2 SECTION IN CUT

6" Compacted Thickness Base Course
Gravel Surfacing, including the Grade "B"
Surfacing, which will be spread from stock
piles and oil processed by State.
Bottom course surfacing is to be 3" thick.
Top course surfacing is to be 2 1/4" thick.
Grade "B" Surfacing is to be 3/4" thick.

1/2 SECTION IN FILL

NOTE: The intersection of cut slopes with the existing ground lines shall be rounded in earth cuts, beginning 5'-0" back of the slope stake and extending 5'-0" down the cut slope. Where the cut slope is less than 5'-0", reduce both of the above lengths to the actual slope distance.

Excavation quantities involved in the rounded slopes shall not be included in "Unclassified Excavation."

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department adopted January 1, 1930.

All Quantities on preliminary plans are to be considered approximate only.

All Curves are to be superelevated as provided for on the Standard Superelevation Sheet.

All Roadway Excavation required to construct this Project is to be obtained as indicated on the plans. Quantities involved beyond the limits

of the ditch as shown on the Typical Section, either noted on the Profile as "Borrow," or on the List of Structures as "Embankment," are to be classified and paid for as Unclassified Excavation. These quantities are to be staked as part of the original excavation of locations indicated on the plans. Slope stakes, beyond the limits of the Typical Section as shown, are subject to change by the Engineer to meet embankment requirements actually met in construction.

The Entire Project is to be cleared and grubbed for the full width of the Right of Way, and the cost thereof is to be included in the lump sum price for Clearing and Grubbing the Entire Project. Approximate location and character of Clearing and Grubbing required is indicated by notes on the plans.

At all places in the Project where the new work lies along the present traveled roadway, the Contractor shall, at his own expense, prosecute the construction in such a manner that traffic may readily pass over the road. The Contractor shall also maintain in safe condition and at his own expense all temporary approaches to and crossings of intersecting highways.

Except as limited by the Special Provisions, power equipment may be used on this Project.

All poles encroaching on construction are to be removed by the owners, except the U.S. Forest Service Telephone Line between Sta's 202 and 259, Sta's 288 and 315 and Sta's 325 and 332, which is to be removed and replaced by the Contractor.

Station	No. Required	
	Left	Right
173+89.3		/
201+70		/
229+06.5		/
241+44	/	
244+00	/	
246+00	/	
246+23		/
254+00	/	
256+00	/	
256+06		/
278+00	/	
279+03	/	
283+54.8	/	
286+50		/
287+50		/
289+50		/
290+50		/
292+30	/	
293+50	/	
294+28		/
301+00		/
302+00		/
310+00		/
311+00		/
319+95.7		/
321+00	/	
323+00	/	
330+00	/	
332+00	/	
344+26.1		/
174+22.4	/	
202+01	/	
229+21.5	/	
256+96.1	/	
284+45.9		/
294+56.9	/	
344+74.1	/	
319+96.3	/	
Totals	21	17

Station	Side	Remove Wire Fnc.	Barbed Wire Fnc.	Barb. W. Gate	Driven Gate
		Lin. Ft.	Lin. Ft.	No.	No.
160+00 - 165+73	X	583			
160+00 - 290+45	R		12,747		
165+50 - 202+75	L		3,780		
164+40	R			1	
191+85	R			1	
201+90	X	117			
202+86 - 251+75	L & R	5,536			
212+30	R			1	
233+00	R			1	
235+10 - 241+20	L	476	580		
238+00	R			1	
249+10 - 252+50	X	360			
257+75 - 261+05	X	395			
238+00	L				1
261+10 - 283+50	L		2,248		
263+00	L & R			2	
283+45 - 290+40	X	723			
187+80	L			1	
298+00 - 346+75	R		4,877		
298+15 - 313+60	L & R	1,530			
326+50 - 343+25	L		1,701		
321+42	R			1	
323+80 - 331+10	L & R	765			
340+70 - 346+50	L & R	608			
330+00	R			1	
330+60	L			1	
342+50	L			1	
342+85	R			1	
Totals		11,155	25,933	13	1

No.	Item	Unit	Quantities			
			Handway Section	Bridge Sta. 234+	Bridge Sta. 258+	Project Totals
10a	Clearing & Grubbing Entire Proj.	Lump Sum	•			•
11a	Removing 3 Structures	" "	•			•
11b	Removing Structure, Sta. 342+	" "	•			•
11c	" " " 234+	" "		•		•
11d	" " " 258+	" "			•	•
12a	Removing Fence	Lin Ft	11,155			11,155
13c	Unclassified Excavation	Cu. Yd	106,321.6			106,321.6
13y	Cut Slope Treatment	Yd	2,914			2,914
14a	Dry Rock Excavation (Structural)	Cu Yd			679	679
14b	" Common "	" "	745.7	1.0	348.7	1,095.4
14c	Wet Rock " "	" "	6.3		427.4	433.7
14d	" Common " "	" "	59.8	38.4	367.7	465.9
18a	Station Yard Overhaul	Sta Yd.	330,952			330,952
18b	Yard Mile Overhaul	Yd Mi.	904.6			904.6
30x	Gravel or Cr. Rock Surfacing	Tons	15,458			15,458
42a	Untreated Bridge Timber	M Ft B.M.		1,464	0,384	1,848
42b	Treated " "	" "		36,733		36,733
43x	Asphalt Plank Wearing Surface	Sq. Ft		2,025		2,025
46a	Class A Concrete	Cu Yd	6.8		508.1	514.9
46b	" B "	" "	59.2			59.2
47	Reinforcing Steel	Lbs.	241		50,640	50,881
48	Structural "	" "			30,570	30,570
53a	15 Cor Metal Culvert Pipe	Lin. Ft.	120			120
53b	18 " " " "	" "	716			716
53c	24 " " " "	" "	1,386			1,386
53d	30 " " " "	" "	196			196
53e	36 " " " "	" "	60			60
60a	Treated Timber Piling	" "		2,132		2,132
65	Dry Rubble Slope Paving 18" Thick	Sq. Yd		112		112
72	Wire Cable Guard Fence	Lin Ft	960			960
75a	Galv Barbed Wire Fence (W/ Posts)	" "	25,933			25,933
75b	Gates in Barbed Wire Fence	Each	13			13
78	Project Marker	" "	1			1
79	Right of Way Marker	" "	38			38
89b	Drain Pipe (with Flange)	" "			1	1
90	Drain Pipe and Flange	" "		6		6
95b	Driveway Gates	" "	1			1
101a	Boring Holes to Facilitate Pile Driving	" "		25		25
11e	Remove & Replace Phone Line	Ln. Sum	•			•
53i	60" Corr. met culv. pipe	Lin. Ft.	60			60
30b	Grade B' Surfacing-Stock	Tons	2,789.5			2,789.5
*13x	Select Gravel-S.G. Material	Tons	4,431.8			4,431.8
*53x	18" Cu. necking-ards	Each	6			6
*33y	18" C.M.P. Elbow 1 1/2-1	" "	1			1
*53z	18" " " " 2-1	" "	1			1

V.C. No. 635 - June 25, 1936
W.C. No. 634 - Jan. 11, 1936

* W. C. No. 634 - Jan. 11 1936

Revised March 9, 1935 F.W.D.

! Excavation included as cost of Bridge in Summary. Material to be used to build Road Approach at Sta. 259+75.

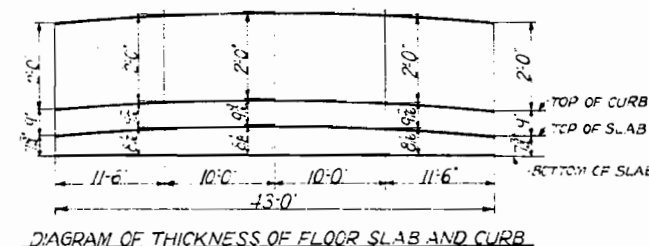
- Item included as cost of Bridge in Summary

4. Excavation included as cost of Bridge in Summary. Material to be used as "Borrow" in Roadway Fill.

Revised Quantities As Constructed 4-15-38 RAD

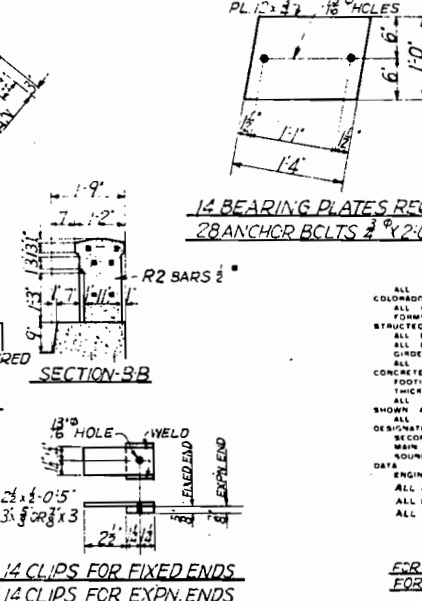
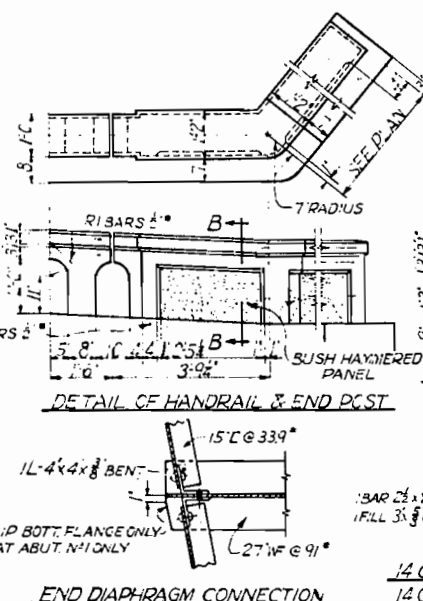
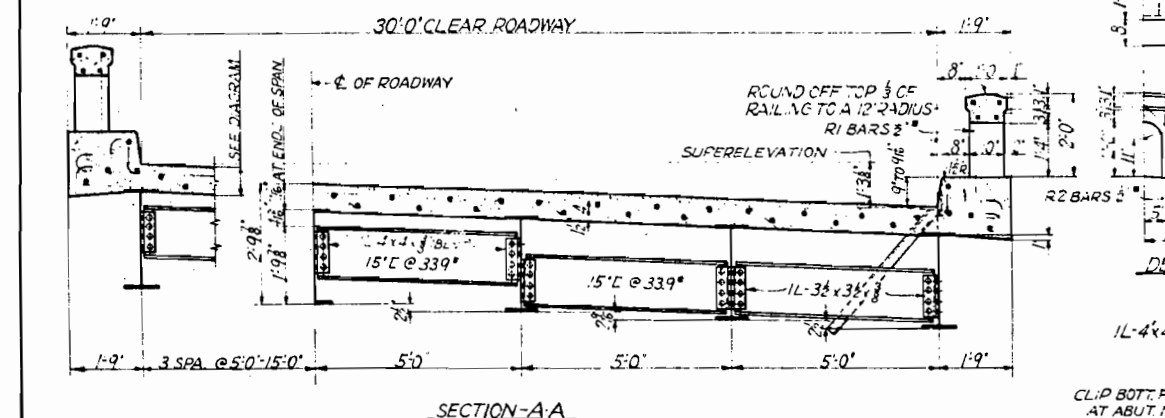
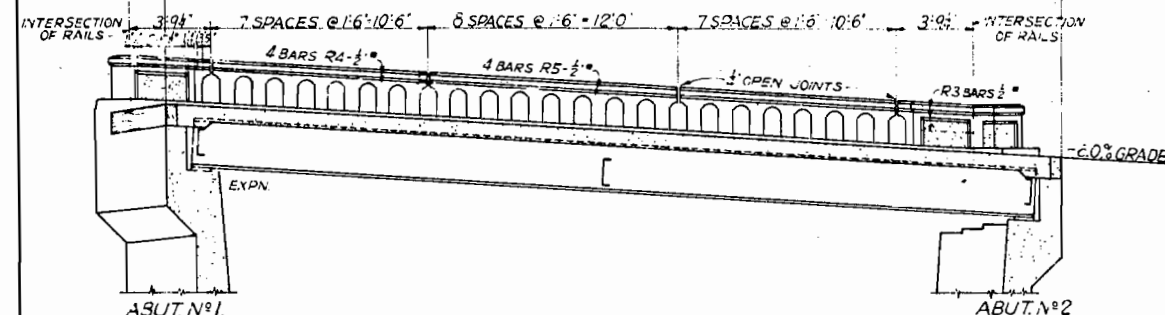
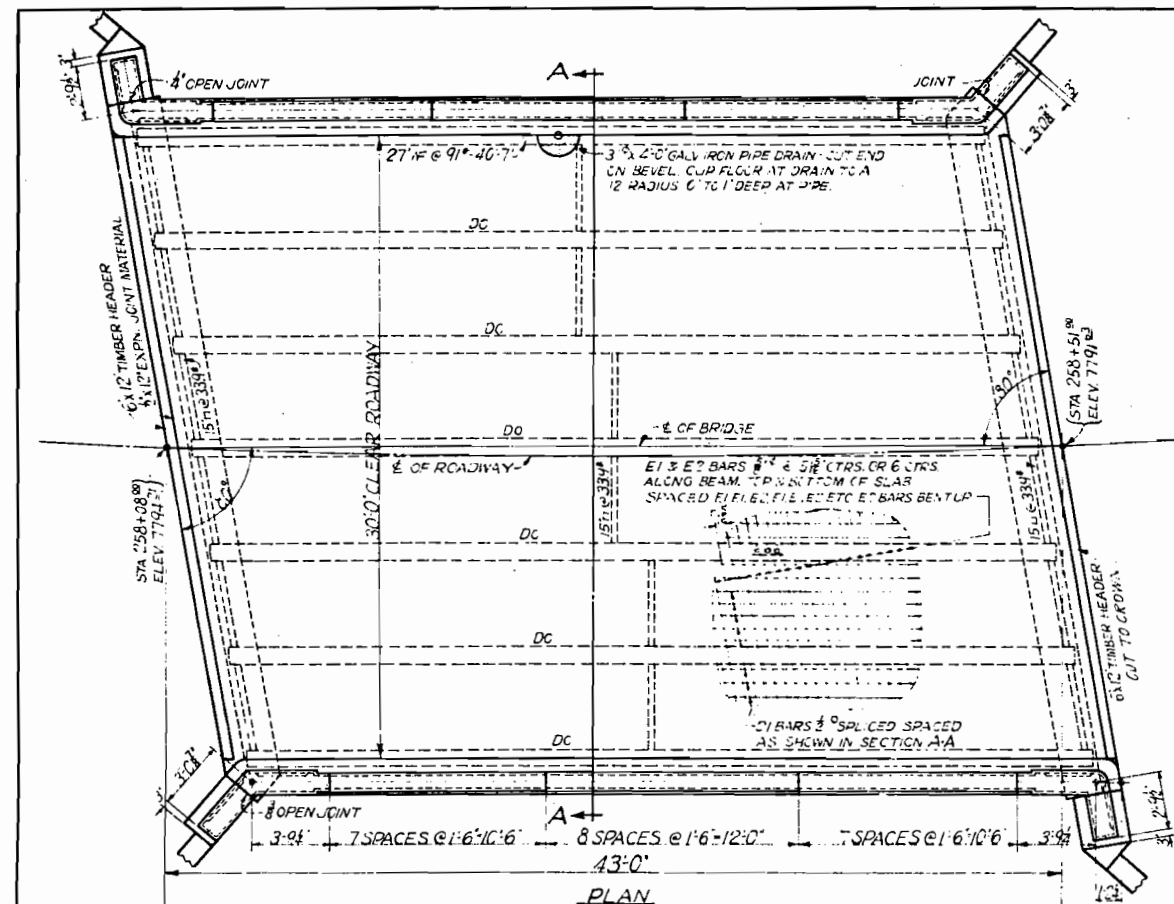
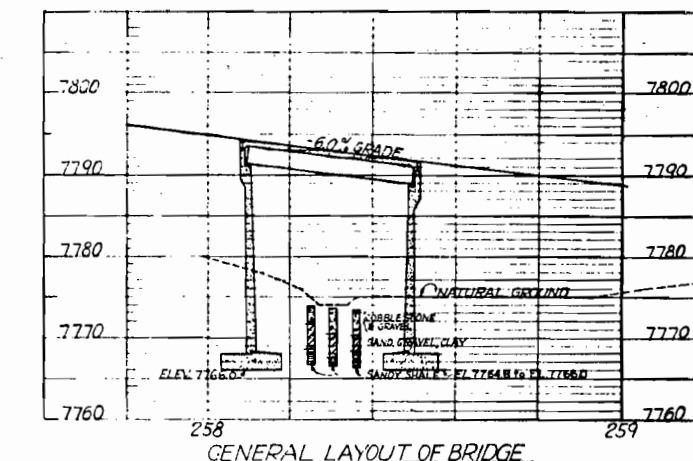
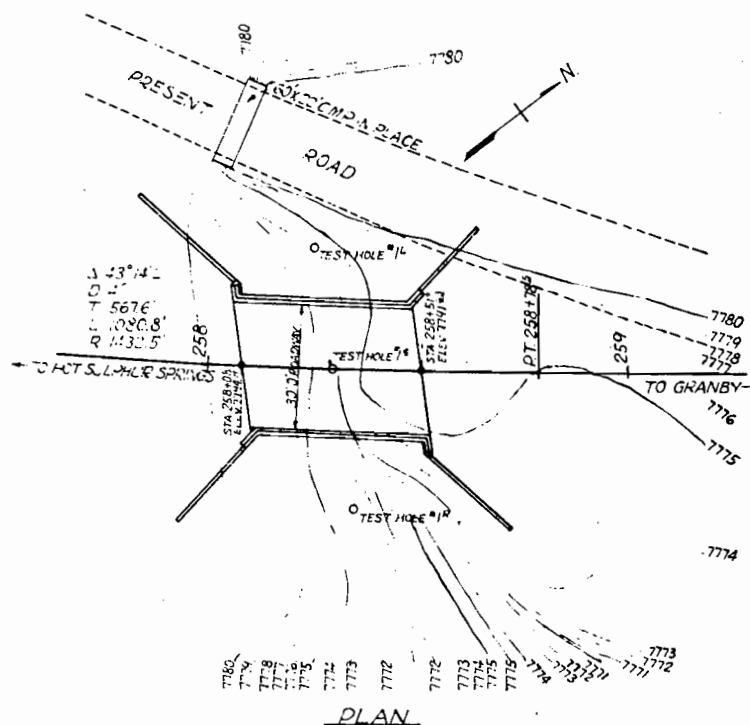
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	151E	4	

BAR LIST FOR SUPERSTRUCTURE					FOAM
MARK	SIZE	REQD.	LENGTH	BENDING DIAGRAM	
E1	8"	112	34'-10"		
E2	8"	28	34'-7"		
R1	1"	44	6'-6"		
R2	1"	12	6'-6"		
R3	1"	24	3'-2"		
R4	1"	16	0'-0"		
R5	1"	8	1'-6"		
D1	1"	100	22'-0"		
6000 L.V. FT. OF 1/2" BARS @ 0.668 LBS. PER L.V. FT. = 1470 LBS. 692 L.V. FT. OF 1/2" BARS @ 0.830 LBS. PER L.V. FT. = 558 LBS. 4870 L.V. FT. OF 1/2" BARS @ 1.043 LBS. PER L.V. FT. = 5079 LBS. PLUS 1% FOR OVERRUN = 63 LBS. TOTAL = 7200 LBS.					



SUMMARY OF QUANTITIES FOR ENTIRE BRIDGE					
ITEM NO.	DESCRIPTION	UNIT	SUPERSTR. ABUT. N°1	ABUT. N°2	TOTAL
14a	DRY ROCK STRUCTURAL EXCAVATION	CUYD.	679		679
14b	DRY COMMON STRUCTURAL EXCAVATION	CUYD.	2518	96.9	3487
14c	WET ROCK STRUCTURAL EXCAVATION	CUYD.	3737	53.7	4274
14d	WET COMMON STRUCTURAL EXCAVATION	CUYD.	516	316.1	3677
42a	UNTREATED BRIDGE TIMBER	MFT.BM.	0.192	0.192	0.384
46a	CLASS A CONCRETE	CUYD.	44	256	300
47	REINFORCING STEEL (INCL. 1% FOR OVERRUN)	LBS.	7200	24,900	32,100
48	STRUCTURAL STEEL (INCL. 1% FOR OVERRUN)	LBS.	30,470	50	30,520
89b	DRAIN PIPE (GALV. IRON) (WITH FLANGE)	PCS.	1		1
	EXPANSION JOINT MATERIAL 1/2" x 12"	L.V. FT.	31		31

WET LINE AT ELEV. 7773.5 FOR EXCAVATION



GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT, ADOPTED JAN. 1, 1935.

ALL CONCRETE SHALL BE CLASS A.

CONCRETE SHALL BE PLACED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF SHIP LUMBER OR TONGUE AND GROOVE LUMBER 2" x 4" ALL EXPOSED SURFACES SHALL BE RUBBED FREE OF FORM MARKS.

ALL EXPOSED CURBS, EXCEPT ON HANDRAILS, SHALL BE BEVELED TO A 2" FACE.

GIRDERS, FLOOR SLABS AND CURBS SHALL BE POURED MONOLITHICALLY.

ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.

FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.

THICKNESS OF FLOOR SLAB SHOWN INCLUDES 1" CONCRETE WEARING SURFACE.

ALL REINFORCING BARS SHALL BE DETACHED AND ROUNDED ON SQUARE AS SHOWN AND NOTED.

ALL REINFORCING BARS SHALL BE TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION.

SECONDARY BARS WHEN SPLICED SHALL BE GIVEN A LAP OF 40 DIAMETERS.

MAIN BARS SHALL NOT BE SPLICED.

SOUNDINGS AND DEPTH OF FOOTINGS SHOWN ARE ACCORDING TO THE BEST AVAILABLE DATA.

IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF REDESIGN IS NECESSARY.

ALL RIVETS SHALL BE 3/4" EXCEPT AS NOTED.

ALL HOLES SHALL BE 1/2" EXCEPT AS NOTED.

ALL FIELD CONNECTIONS SHALL BE POWER DRIVEN RIVETS.

REFERENCE DRAWINGS

FOR DETAIL OF ABUTMENT N°1 SEE SHEET N°5

FOR DETAIL OF ABUTMENT N°2 SEE SHEET N°6

COLORADO

STATE HIGHWAY DEPARTMENT

ONE SPAN @ 39' x 30' RDWY.

STEEL BEAMS-CONCRETE FLOOR

GENERAL LAYOUT-SUPERSTRUCTURE

ELK CREEK

Sta. 258+08 TO 258+51

Near HOT SULPHUR SP. Sec. 28 T. 2N. R. 77W

Designed by K.B. Approved by *W.M.M.*

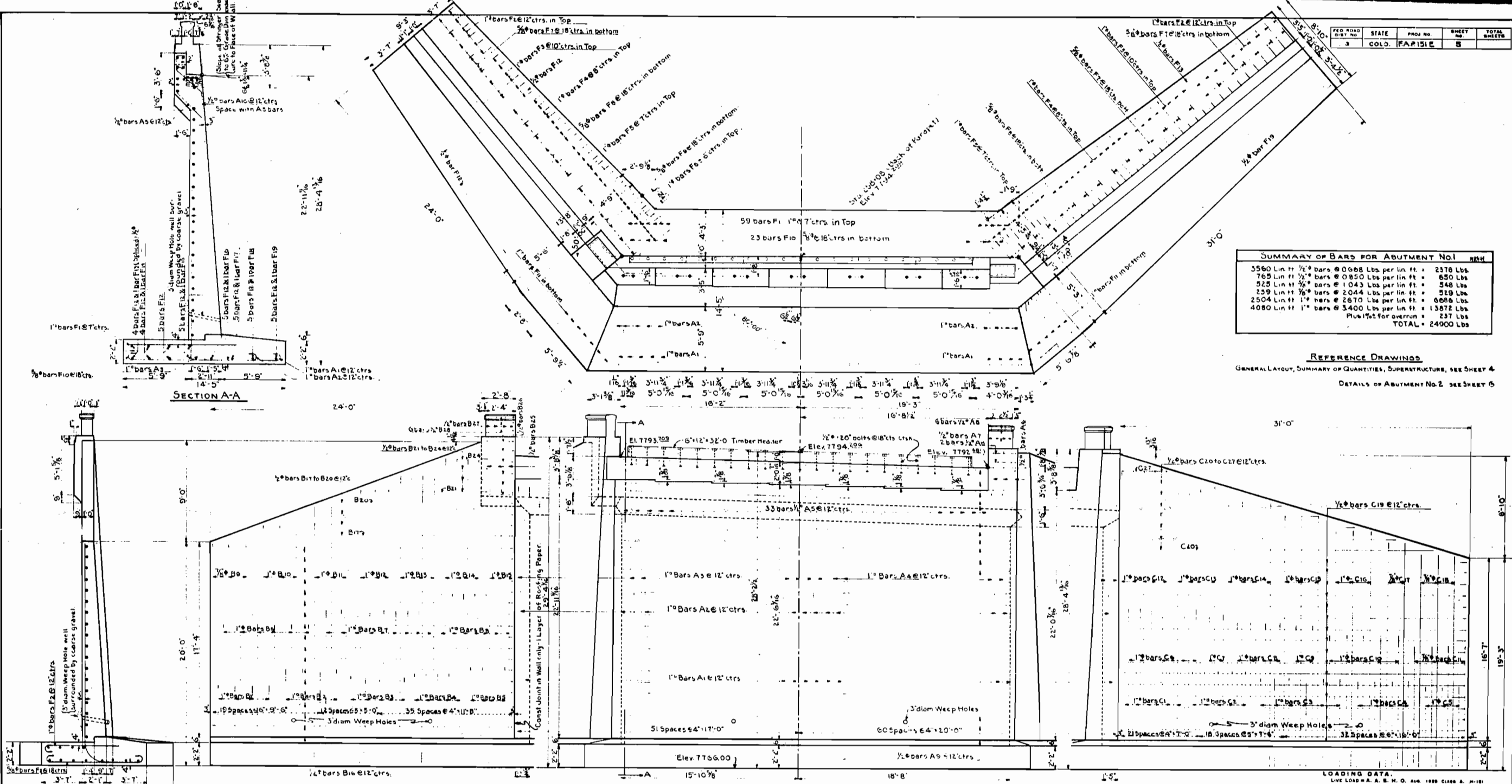
Made by W.M.M. Bridge Engineer

Checked by *W.M.M.* Date: *Feb 11 1935*

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	FAP151E	8	

SUMMARY OF BARS FOR ABUTMENT NO.1			
3560 Lin ft 1/2" bars @ 0.668 Lbs per lin ft =	2376 Lbs		
769 Lin ft 3/4" bars @ 0.850 Lbs per lin ft =	653 Lbs		
525 Lin ft 5/8" bars @ 1.043 Lbs per lin ft =	548 Lbs		
239 Lin ft 3/4" bars @ 2.044 Lbs per lin ft =	489 Lbs		
2504 Lin ft 1" bars @ 2.670 Lbs per lin ft =	6686 Lbs		
4080 Lin ft 1" bars @ 3.400 Lbs per lin ft =	13872 Lbs		
Plus 1% for overrun =	237 Lbs		
TOTAL =	24900 Lbs		

REFERENCE DRAWINGS
 GENERAL LAYOUT, SUMMARY OF QUANTITIES, SUPERSTRUCTURE, SEE SHEET 4
 DETAILS OF ABUTMENT NO.2 SEE SHEET 5



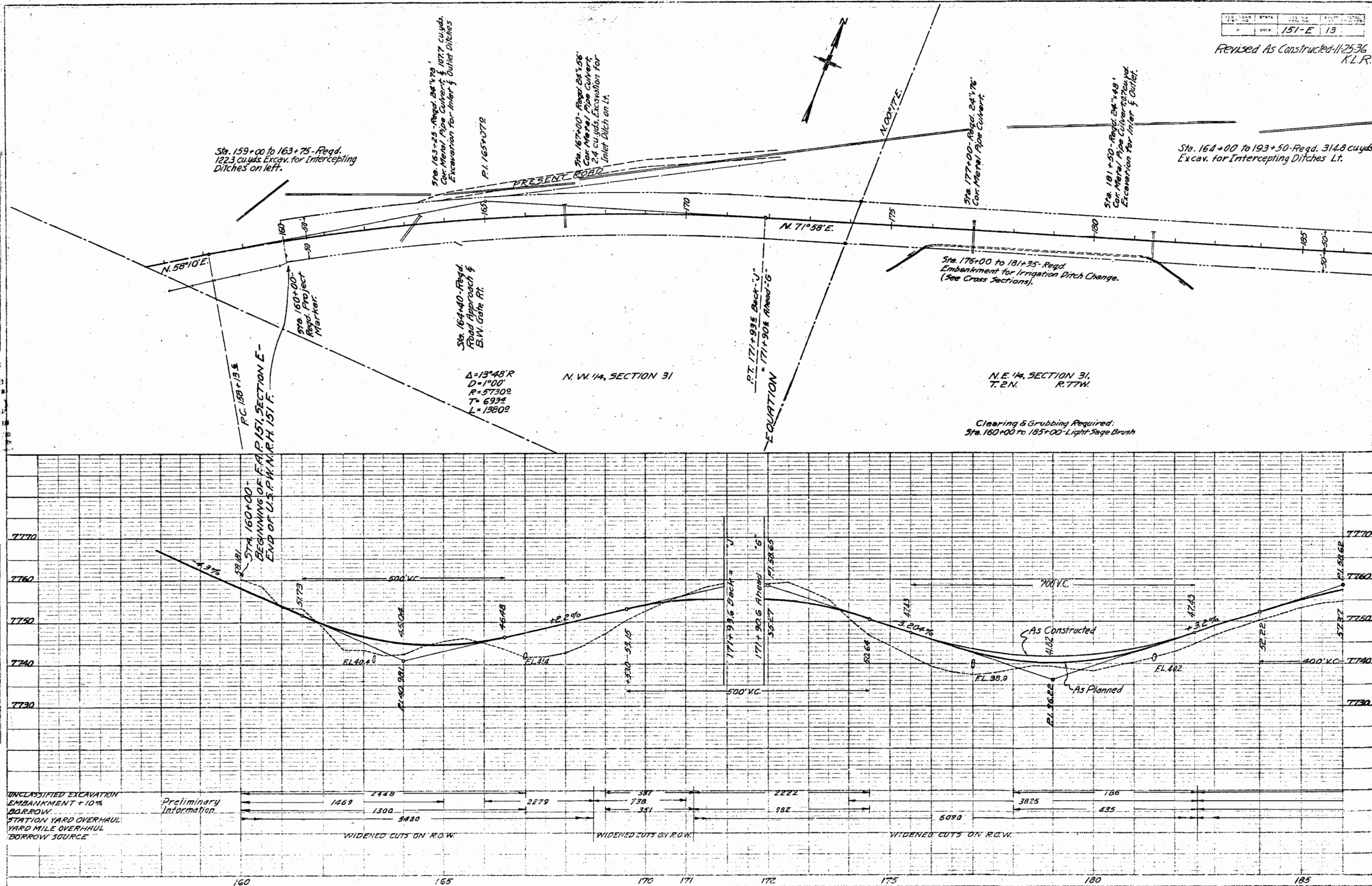
BAR LIST FOR ABUTMENT NO.1									
Mark	Size	No	Req	Length	ft	m	r	t	Bending Diagram
A1	1"	37		17'-6"	7.1	6'-0"	4'	3 1/2"	Type I
A2	1"	37		21'-3"	13.6	3'-6"	4'	3 1/2"	
B1	1"	4		12'-4"	5.0	3'-1"	4'	3 1/2"	Type I
B2	1"	4		14'-6"	6.7	3'-8"	4'	3 1/2"	
B3	1"	5		14'-6"	6.0	4'-3"	4'	3 1/2"	Type I
B4	1"	5		15'-4"	6.3	4'-10"	4'	3 1/2"	
B5	1"	4		16'-5"	6.0	5'-4"	4'	3 1/2"	Type I
B6	1"	6		17'-9"	10.6	3'-0"	4'	3 1/2"	
B7	1"	9		19'-1"	11.0	3'-0"	4'	3 1/2"	Type I
B8	1"	7		20'-8"	15.5	3'-0"	4'	3 1/2"	
B9	3/4"	3		24'-7"	11.6	3'-0"	3 1/2"	3"	Type I
B10	1"	3		26'-6"	19.3	3'-0"	4'	3 1/2"	
B11	1"	3		28'-3"	27.0	3'-0"	4'	3 1/2"	Type I
B12	1"	3		29'-8"	22.5	3'-0"	4'	3 1/2"	
B13	1"	4		31'-1"	23.0	3'-0"	4'	3 1/2"	Type I
B14	1"	4		32'-7"	23.4	3'-0"	4'	3 1/2"	
B15	1"	3		29'-9"	22.6	3'-0"	4'	3 1/2"	Type I
B16	1"	4		30'-2"	23.2	3'-0"	4'	3 1/2"	
C1	1"	6		16'-1"	7.3	4'-7"	4'	3 1/2"	Type I
C2	1"	5		15'-1"	6.8	4'-2"	4'	3 1/2"	
C3	1"	6		13'-10"	6.0	3'-7"	4'	3 1/2"	Type I
C4	1"	4		13'-1"	5.9	3'-1"	4'	3 1/2"	
C5	1"	3		12'-4"	5.4	2'-9"	4'	3 1/2"	Type I
C6	1"	7		18'-3"	12.3	2'-9"	4'	3 1/2"	
C7	1"	2		18'-8"	11.8	2'-9"	4'	3 1/2"	Type I
C8	1"	4		18'-0"	11.0	2'-9"	4'	3 1/2"	
C9	1"	2		17'-9"	10.9	2'-9"	4'	3 1/2"	Type I
C10	1"	5		16'-10"	9.1	2'-9"	4'	3 1/2"	
C11	3/4"	4		15'-10"	9.0	2'-9"	3 1/2"	3"	Type I
C12	1"	5		15'-6"	24.6	2'-9"	4'	3 1/2"	
C13	1"	4		30'-2"	23.2	2'-9"	4'	3 1/2"	Type I
C14	1"	4		28'-8"	21.8	2'-9"	4'	3 1/2"	
C15	1"	3		27'-6"	20.6	2'-9"	4'	3 1/2"	Type I
C16	1"	3		26'-2"	19.2	2'-9"	4'	3 1/2"	
C17	3/4"	2		25'-1"	18.3	2'-9"	3 1/2"	3"	Type I
C18	3/4"	3		23'-10"	17.0	2'-9"	3 1/2"	3"	
A3	1"	20		25'-8"	24.2	4'	3 1/2"		Type II
A4	1"	18		25'-1"	23.5	4'	3 1/2"		
F1	1"	59		10'-8"	9.4	4'	3 1/2"		Type II
F2	1"	16		8'-11"	7.7	4'	3 1/2"		
F3	1"	14		9'-4"	8.2	4'	3 1/2"		Type II
F4	1"	21		9'-9"	8.5	4'	3 1/2"		
F5	1"	20		10'-2"	8.1	4'	3 1/2"		Type II
F6	1"	13		10'-5"	9.1	4'	3 1/2"		
F7	3/4"	21		7'-8"	6.1	2 1/2"	2"		Type II
F8	3/4"	14		8'-2"	7.4	2 1/2"	2"		
F9	3/4"	6		8'-5"	7.7	2 1/2"	2"		Type II
F10	3/4"	23		8'-8"	7.1	2 1/2"	2"		
F11	1"	13		10'-8"	9.4	4'	3 1/2"		Type II
A5	3/4"	33		11'-3"	11.3				
A6	3/4"	3		8'-4"	8.4				Type II
B25	3/4"	3		7'-5"	7.5				
A10	3/4"	33		7'-10"	7.1				Type II
A7	3/4"	4		1'-7"	1.7				
B27	3/4"	4		7'-7"	7.7				Type II
A9	3/4"	31		3'-4"	3.4				
A8	3/4"	8		1'-10"	1.0				Type II
B28	3/4"	6		2'-1"	2.1				
B16	3/4"	18		2'-6"	2.6				Type II
B10	3/4"	One of		2'-0"	2.0				
B20	3/4"	Each		10'-6"	10.6				Type II
B10	3/4"	One of		11'-6"	11.6				
B24	3/4"	Each		4'-0"	4.0				Type II
B25	3/4"	6		2'-4"	2.4				
C9	3/4"	17		30'-6"	30.6				Type II
C10	3/4"	One of		21'-9"	21.9				
C21	3/4"	Each		3'-10"	3.5				Type II
F12	3/4"	56		20'-0"	20.0				
F13	3/4"	2		15'-0"	15.0				Type II
F14	3/4"	2		17'-0"	17.0				
F15	3/4"	2		5'-4"	5.4				Type II
F16	3/4"	1		8'-6"	8.6				
F17	3/4"	1		1'-8"	1.8				Type II
F18	3/4"	1		14'-6"	14.6				
F19	3/4"	1		18'-0"	18.0				Type II

LOADING DATA.
 LIVE LOAD W.A.A.E.M.O. AUG. 1928 CLASS A, H-18
 DEAD LOAD ASSUMED 15 LBS PER SQ FT ADDITIONAL WEARING SURFACE, WHICH INCLUDES THE 1% IN CONCRETE BONDING WEARING SURFACE

COLORADO
STATE HIGHWAY DEPARTMENT
 30' ROWY. 139' CONCRETE & I-BEAM BRIDGE
ABUTMENT NO.1
 Across ELK CREEK
 Sta. 258+08 to 258+51
 Near Hot Sulphur, Sec. 28, T. 2N. R. 77W

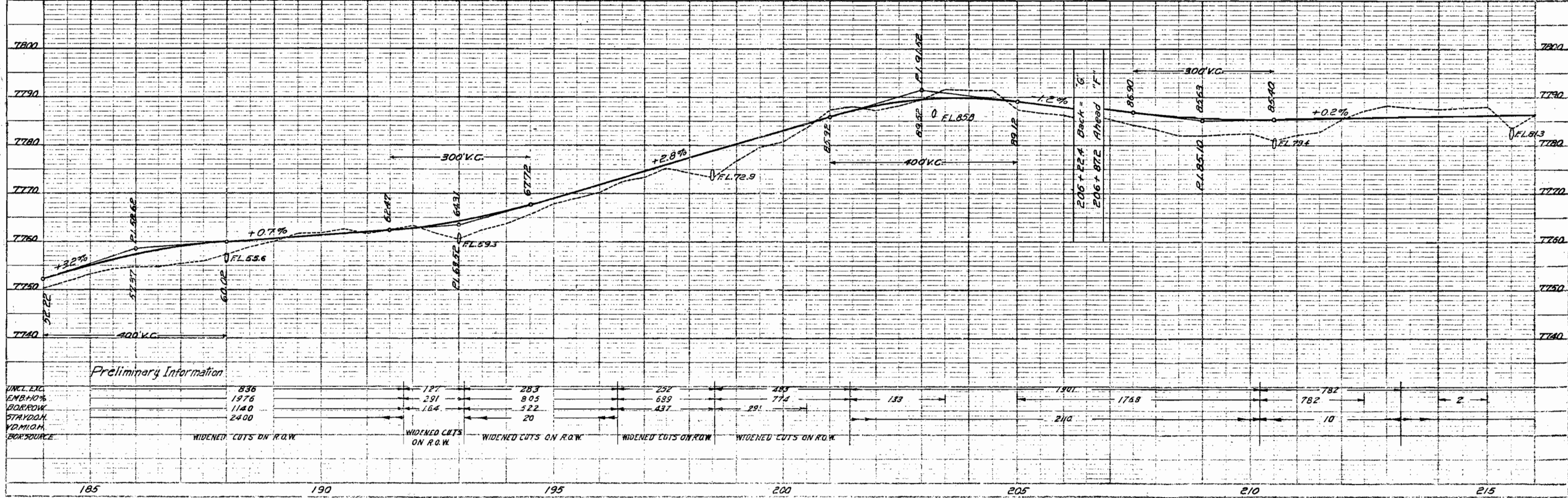
Designed by K.B. Made by G.A.M. Check Design G.A.M. Check Detail G.A.M.
 Approved by *Red Bailey* Bridge Engineer Date: Feb. 11, 1935

Revised As Constructed-11-25-36
K.L.R.



Revised Mar. 9, 1935 F.W.D.
Revised As Constructed-11-25-36-K.L.P.

PROFILE	NAME	DATE
BOACON		
PLUTO		
CHARLY CHICAGO		
B. H. ANDERSON		
ALICE/JOE NOTALON, JOINTED		

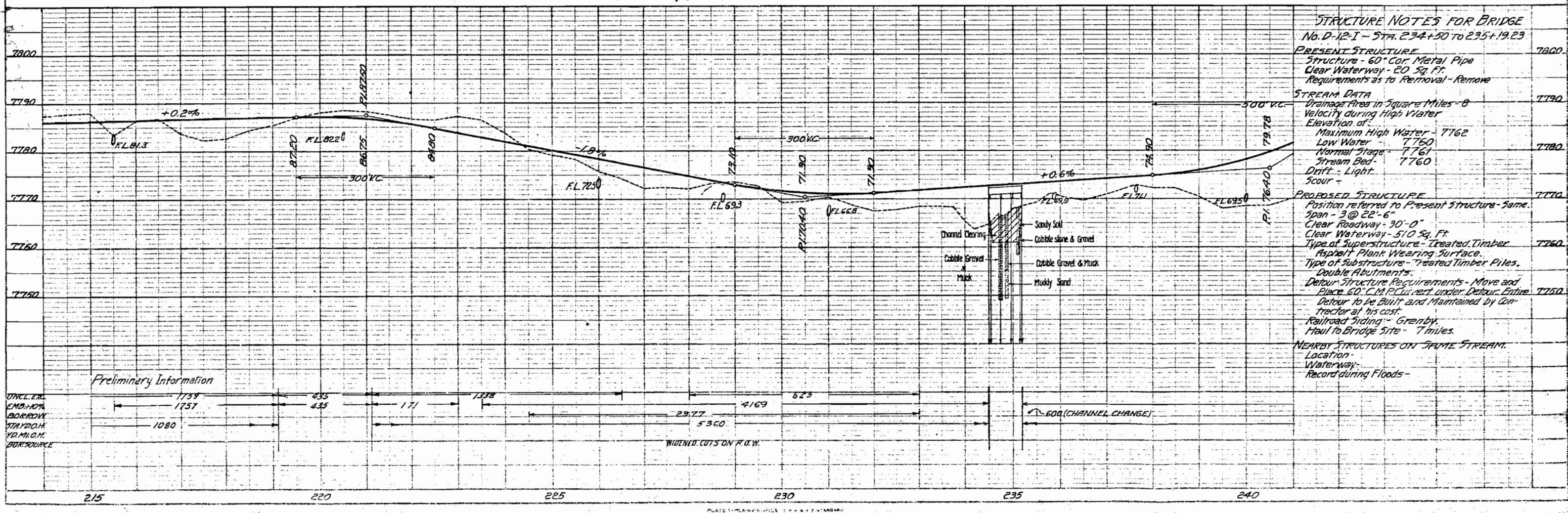
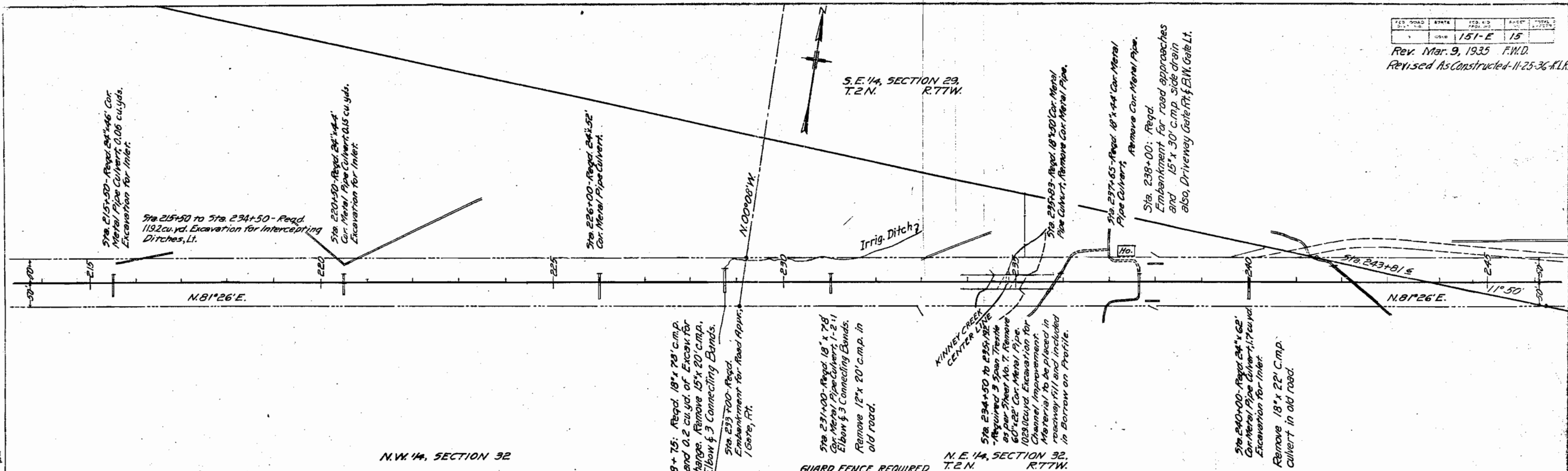


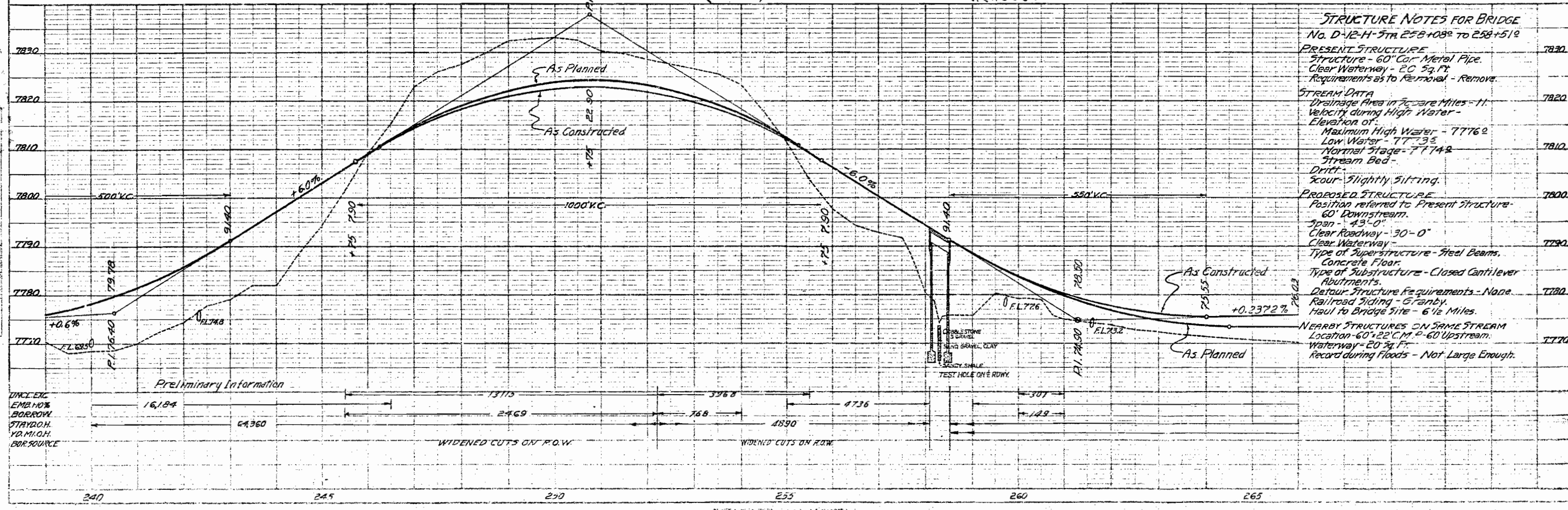
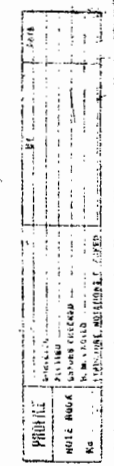
PLAN	DATE	BY
DESIGNED	1935	W. J. WOOD
CHECKED		
APPROVED		
NOTED		
BY		

PROFILE	DATE	BY
DESIGNED	1935	W. J. WOOD
CHECKED		
APPROVED		
NOTED		
BY		

FEET	STATE	FEET	STATE
151	E	15	

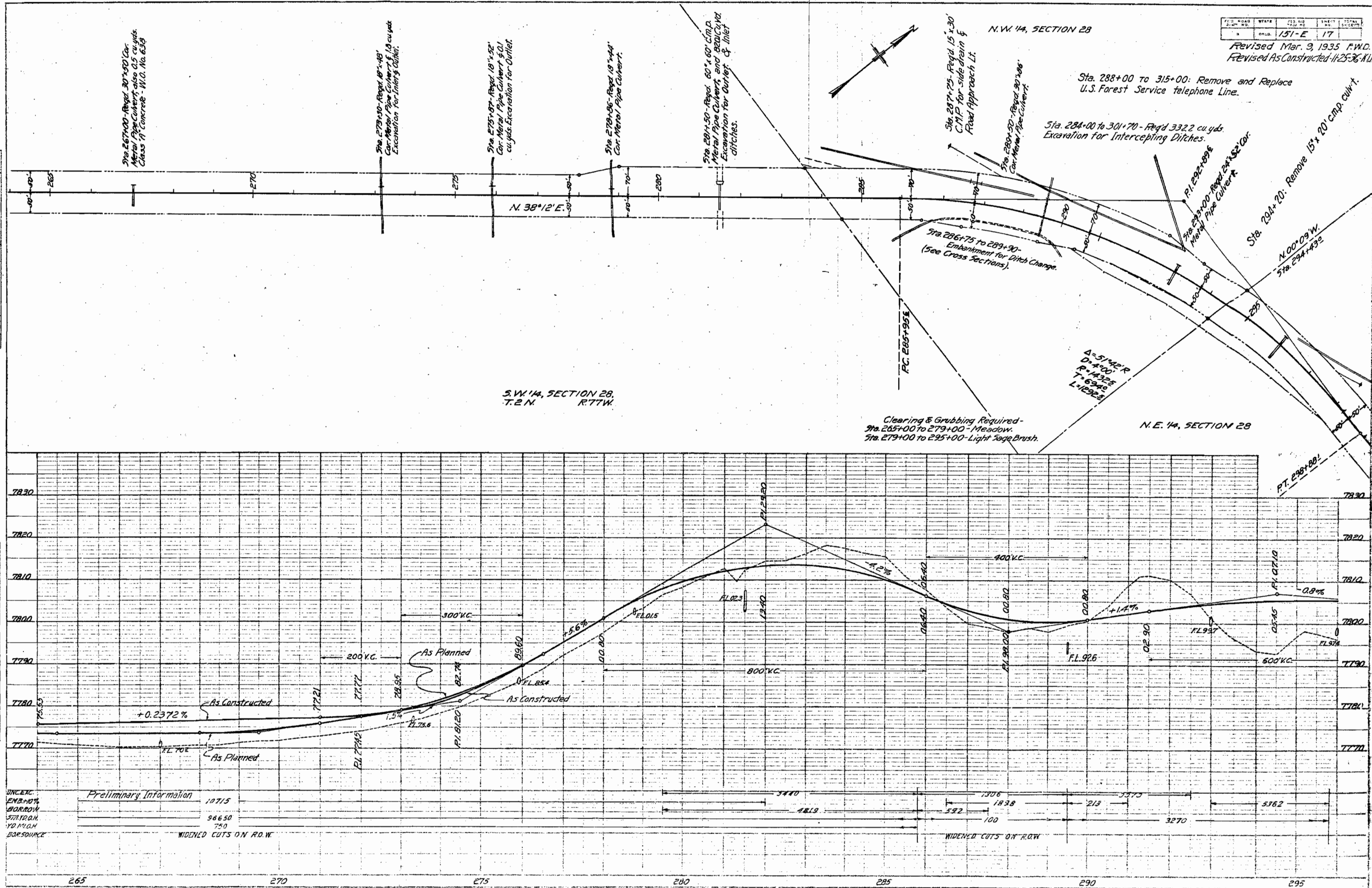
Rev. Mar. 9, 1935 F.W.D.
Revised As Constructed 11-25-36 K.L.R.

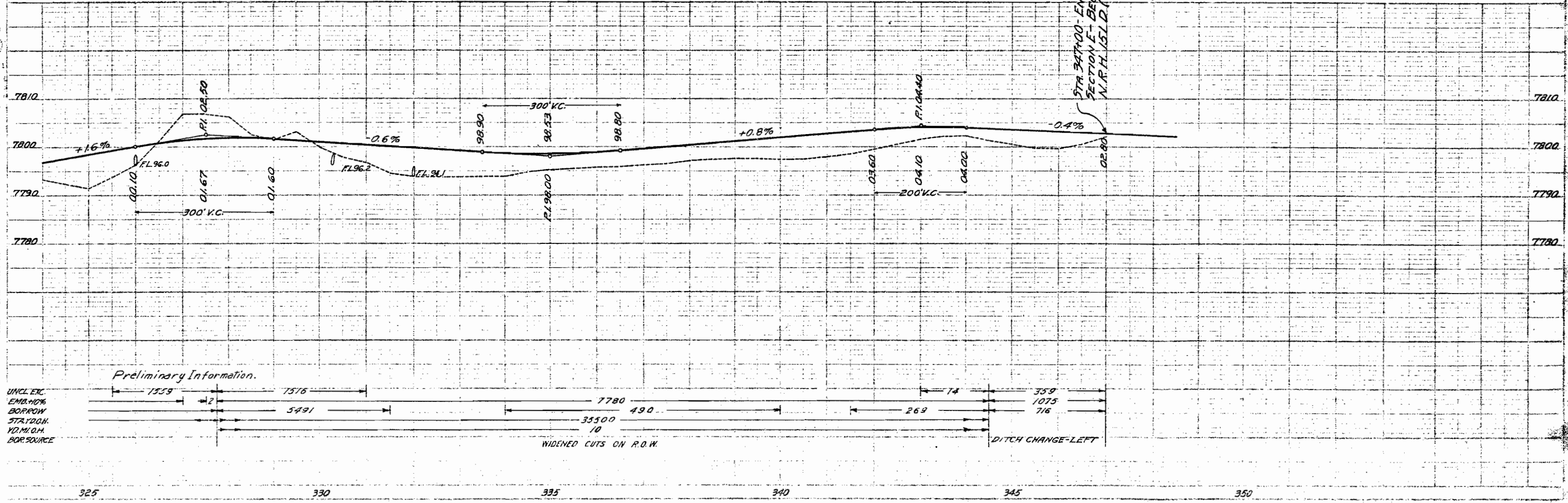
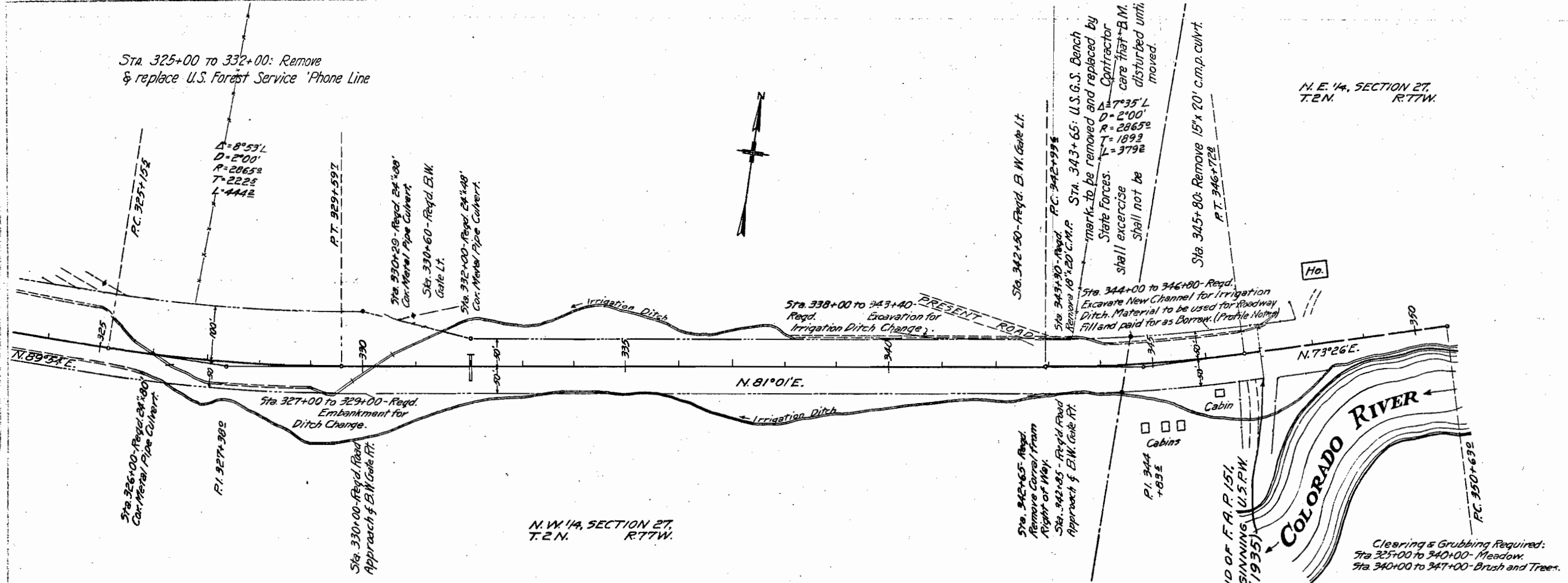




PLAN	NOTE BOOK	DATE
151-E	17	1935

PROFILE	NOTE BOOK	DATE
151-E	17	1935





Preliminary Information.

UNCL. EX.	EMB. 10%	BORROW	STA. 100%	YD. M.O.H.	BOR. SOURCE
1559	2	5491	7780	490	269
359	1075	716			



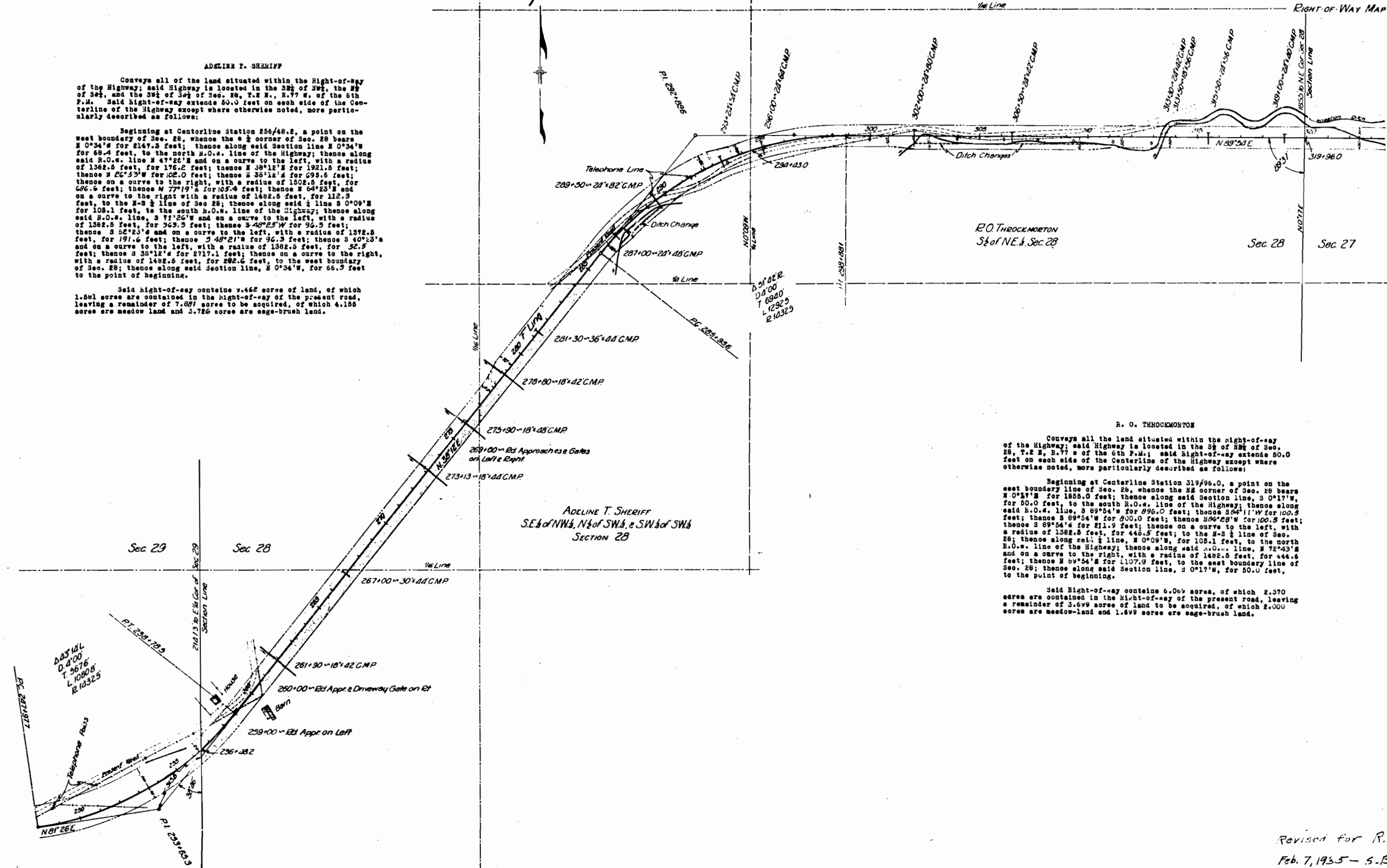
Sec. 28, T.2N., R.77W. of 6th PM

ADLINE T. SHERIFF

Conveys all of the land situated within the Right-of-Way of the Highway; said Highway is located in the S $\frac{1}{2}$ of NW $\frac{1}{4}$ of Sec. 28, T.2N., R.77W. of the 6th P.M. Said Right-of-Way extends 50.0 feet on each side of the Centerline of the Highway except where otherwise noted, more particularly described as follows:

Beginning at Centerline Station 256+48.2, a point on the west boundary of Sec. 28, whence the $\frac{1}{2}$ corner of Sec. 28 bears N 0°34'W for 2147.3 feet; thence along said Section line N 0°34'W for 69.4 feet, to the north R.O.W. line of the Highway; thence along said R.O.W. line S 47°22'W and on a curve to the left, with a radius of 1382.5 feet, for 176.2 feet; thence N 38°12'W for 1921.5 feet; thence S 22°53'W for 102.0 feet; thence S 36°12'W for 695.6 feet; thence on a curve to the right, with a radius of 1502.5 feet, for 686.6 feet; thence N 77°19'W for 105.4 feet; thence N 64°23'W and on a curve to the right with a radius of 1482.5 feet, for 112.3 feet, to the N-S $\frac{1}{2}$ line of Sec. 28; thence along said $\frac{1}{2}$ line S 0°09'W for 108.1 feet, to the south R.O.W. line of the Highway; thence along said R.O.W. line, S 71°26'W and on a curve to the left, with a radius of 1382.5 feet, for 369.3 feet; thence S 48°25'W for 96.3 feet; thence S 52°23'W and on a curve to the left, with a radius of 1392.5 feet, for 191.6 feet; thence S 48°21'W for 96.3 feet; thence S 40°13'W and on a curve to the left, with a radius of 1382.5 feet, for 32.5 feet; thence S 38°12'W for 2717.1 feet; thence on a curve to the right, with a radius of 1482.5 feet, for 282.6 feet, to the west boundary of Sec. 28; thence along said Section line, S 0°34'W, for 66.3 feet to the point of beginning.

Said Right-of-Way contains 3.462 acres of land, of which 1.881 acres are contained in the Right-of-Way of the present road, leaving a remainder of 7.881 acres to be acquired, of which 4.188 acres are meadow land and 3.726 acres are sage-brush land.



R.O. THROCKMORTON
S. 1/2 of NE 1/4, Sec. 28

R. O. THROCKMORTON

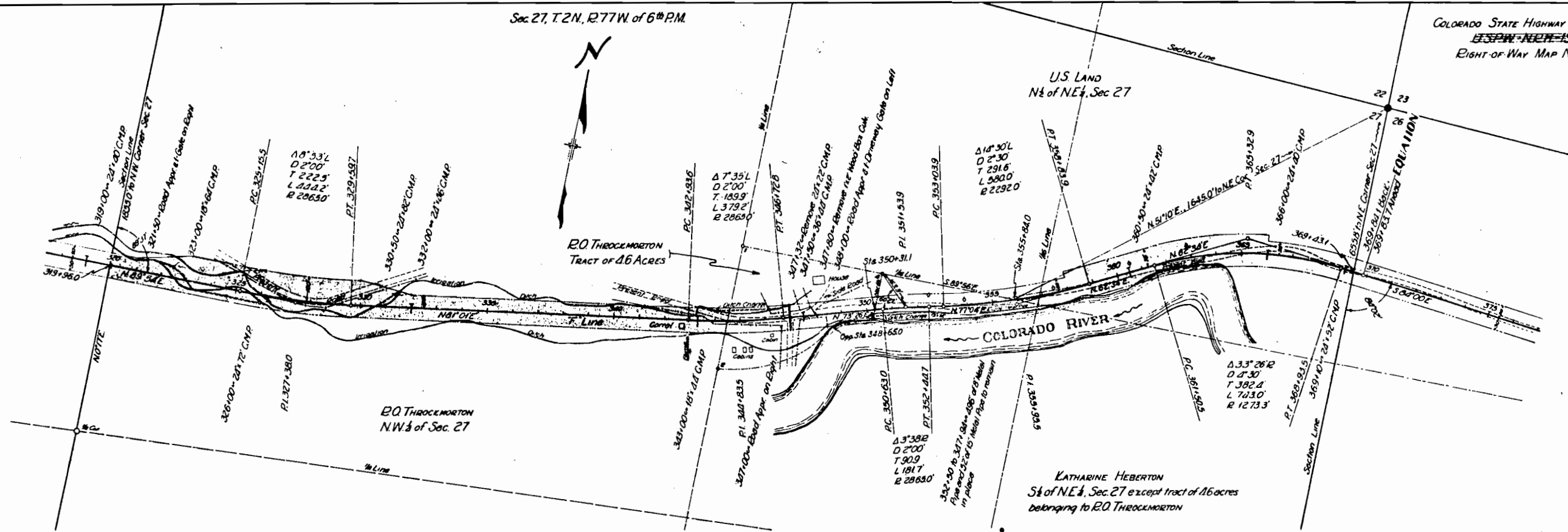
Conveys all the land situated within the right-of-way of the Highway; said Highway is located in the S $\frac{1}{2}$ of NE $\frac{1}{4}$ of Sec. 28, T.2N., R.77W. of the 6th P.M.; said Right-of-Way extends 50.0 feet on each side of the Centerline of the Highway except where otherwise noted, more particularly described as follows:

Beginning at Centerline Station 319+96.0, a point on the east boundary line of Sec. 28, whence the NE corner of Sec. 28 bears N 0°17'W for 1855.0 feet; thence along said Section line, S 0°17'W, for 50.0 feet, to the south R.O.W. line of the Highway; thence along said R.O.W. line, S 89°54'W for 896.0 feet; thence S 84°11'W for 100.5 feet; thence S 89°54'W for 896.0 feet; thence N 84°28'W for 100.5 feet; thence S 89°54'W for 211.9 feet; thence on a curve to the left, with a radius of 1382.5 feet, for 446.5 feet; to the N-S $\frac{1}{2}$ line of Sec. 28; thence along said $\frac{1}{2}$ line, N 0°09'W, for 108.1 feet, to the north R.O.W. line of the Highway; thence along said R.O.W. line, N 72°43'W and on a curve to the right, with a radius of 1482.5 feet, for 446.6 feet; thence N 89°54'W for 1107.9 feet, to the east boundary line of Sec. 28; thence along said Section line, S 0°17'W, for 50.0 feet, to the point of beginning.

Said Right-of-Way contains 6.064 acres, of which 2.370 acres are contained in the Right-of-Way of the present road, leaving a remainder of 3.694 acres of land to be acquired, of which 2.000 acres are meadow-land and 1.694 acres are sage-brush land.

Sec. 27, T.2N., R.77W. of 6th P.M.

COLORADO STATE HIGHWAY DEPARTMENT
ESPAN-NEE-1510 FAP
RIGHT-OF-WAY MAP No. 5 151 E



R. O. THROCKMORTON

Conveys all of the land situated within the Right-of-Way of the Highway; said Highway is located in the NW 1/4 of Sec. 27, T.2 N., R.77 W. of the 6th P.M. Said Right-of-way extends 60.0 feet on each side of the Centerline of the Highway except where otherwise noted, more particularly described as follows:

Beginning at Centerline Station 319+96.0, a point on the west boundary of Sec. 27, thence the NW corner of Sec. 27 bears N 0°17'W for 1866.0 feet; thence along said Section line, S 0°17'W for 60.0 feet, to the south R.O.W. line of the Highway; thence along said R.O.W. line, N 89°54'W for 319.8 feet; thence on a curve to the left, with a radius of 2916.0 feet, for 482.0 feet; thence N 81°01'W for 1338.9 feet; thence on a curve to the left, with a radius of 2916.0 feet, for 385.8 feet; thence N 73°26'W for 27.2 feet, to the south boundary of the 4.6-acre tract; thence along said tract line, north-easterly and along the north bank of the N 16°23'W for 100 feet, more or less, to Corner No. 3 of said tract; thence north along the east boundary line of said tract for 64.0 feet, to the north R.O.W. line of the Highway; thence along said R.O.W. line, S 73°26'W, for 27.2 feet; thence on a curve to the right, with a radius of 2815.0 feet, for 172.6 feet; thence S 81°01'W for 1093.6 feet; thence N 84°37'W for 206.2 feet; thence S 81°01'W for 40.3 feet; thence on a curve to the right with a radius of 2765.0 feet, for 426.7 feet; thence S 89°54'W for 213.5 feet; thence S 73°52'W for 206.2 feet; thence S 89°54'W for 104.0 feet, to the west boundary of Sec. 27; thence along said Section line, S 0°17'W, for 60.0 feet, to the point of beginning.

Said Right-of-way contains 7.227 acres of land, of which 1.322 acres are contained in the Right-of-way of the present road, leaving a remainder of 5.905 acres to be acquired, of which 4.556 acres are cultivated land, and 0.979 acres are sage-brush land.

Sta. 319+96.0 to Sta. 347+00

KATHARINE HEBERTON

Conveys all of the land situated within the Right-of-way of the Highway; said Highway is located in the S 1/4 of the NE 1/4 of Sec. 27, T.2 N., R.77 W. of the 6th P.M. Said Right-of-way extends 60.0 feet on each side of the Centerline of the Highway, more particularly described as follows:

Line Beginning at Centerline Station 355+84.0, a point on the N 1/16 of Sec. 27, thence the NE corner of Sec. 27 bears N 61°10'W for 1646.0 feet, thence along said 1/16 line, S 89°56'W, for 136.3 feet, to the south R.O.W. line of the Highway; thence along said R.O.W. line, N 65°56'W and on a curve to the right, with a radius of 2342.0 feet, for 414.4 feet; thence S 77°04'W for 59.2 feet; thence on a curve to the left, with a radius of 2415.0 feet, for 176.5 feet; thence S 73°26'W for 196.0 feet, to the south boundary of a 4.6-acre tract; thence along said tract line, north-easterly and along the north bank of the Colorado River for 166.0 feet, more or less, to Corner No. 3 of said tract; thence north along the east boundary of said Tract for 64.0 feet, to the north R.O.W. line of the Highway; thence along said north R.O.W. line, N 73°26'W for 17.0 feet; thence on a curve to the right, with a radius of 2915.0 feet, for 184.9 feet; thence S 77°04'W for 59.2 feet; thence on a curve to the left, with a radius of 2342.0 feet, for 121.8 feet, to the N 1/16 line of Sec. 27; thence along said 1/16 line S 89°56'W for 161.6 feet, to the point of beginning.

Said Right-of-way contains 1.327 acres, of which 0.762 acres is contained in the Right-of-way of the present road, leaving a remainder of 0.565 acres of uncultivated land to be acquired.

U. S. LAND

Conveys all of the land situated within the Right-of-way of the Highway; said Highway is located in the N 1/4 of the NE 1/4 of Sec. 27, T.2 N., R.77 W. of the 6th P.M. Said Right-of-way extends 60.0 feet on each side of the Centerline of the Highway, except where otherwise noted, more particularly described as follows:

Beginning at Centerline Station 369+43.1, a point on the east boundary line of Sec. 27, thence the NE corner of Sec. 27 bears N 0°02'W for 666.8 feet; thence along said Section line, S 0°02'W for 60.3 feet to the south R.O.W. line of the Highway; thence along said R.O.W. line, N 84°00'W for 64.8 feet; thence on a curve to the left, with a radius of 1213.3 feet, for 713.8 feet; thence S 62°34'W for 266.6 feet; thence on a curve to the right, with a radius of 2342.0 feet, for 178.2 feet, to the N 1/16 line of Sec. 27; thence along said N 1/16 line, S 89°56'W for 298.1 feet, to the north R.O.W. line of the Highway; thence along said R.O.W. line, N 73°58'W, and on a curve to the left, with a radius of 2342.0 feet, for 368.8 feet; thence N 26°20'W for 25.0 feet; thence N 64°40'W, and on a curve to the left with a radius of 2217.0 feet, for 81.2 feet; thence N 62°34'W for 266.6 feet; thence on a curve to the right, with a radius of 1348.3 feet, for 476.0 feet; thence S 7°12'W for 25.0 feet; thence N 82°48'W, and on a curve to the right with a radius of 1323.3 feet for 305.0 feet; thence S 84°00'W for 44.4 feet, to the East Boundary Line of Sec. 27; thence along said Section line S 0°02'W for 60.3 feet, to the point of beginning.

Said Right-of-way contains 3.590 acres, of which 1.682 acres are included in the Right-of-way of the present road, leaving a remainder of 1.718 acres of uncultivated land to be acquired.

Revised for R.O.W.
Feb. 7 1935 - S.B.L.

