



COLORADO
Department of
Transportation

DOCUMENT SEPARATOR SHEET

REGION 5 – JUNE 2017 CONVERSION

To be placed at the beginning of each separator sheet.



r500001269

Description:

ROW Plans 24X36

Route # and Mile Points:

US 160

Originating Office:

ROW/Survey

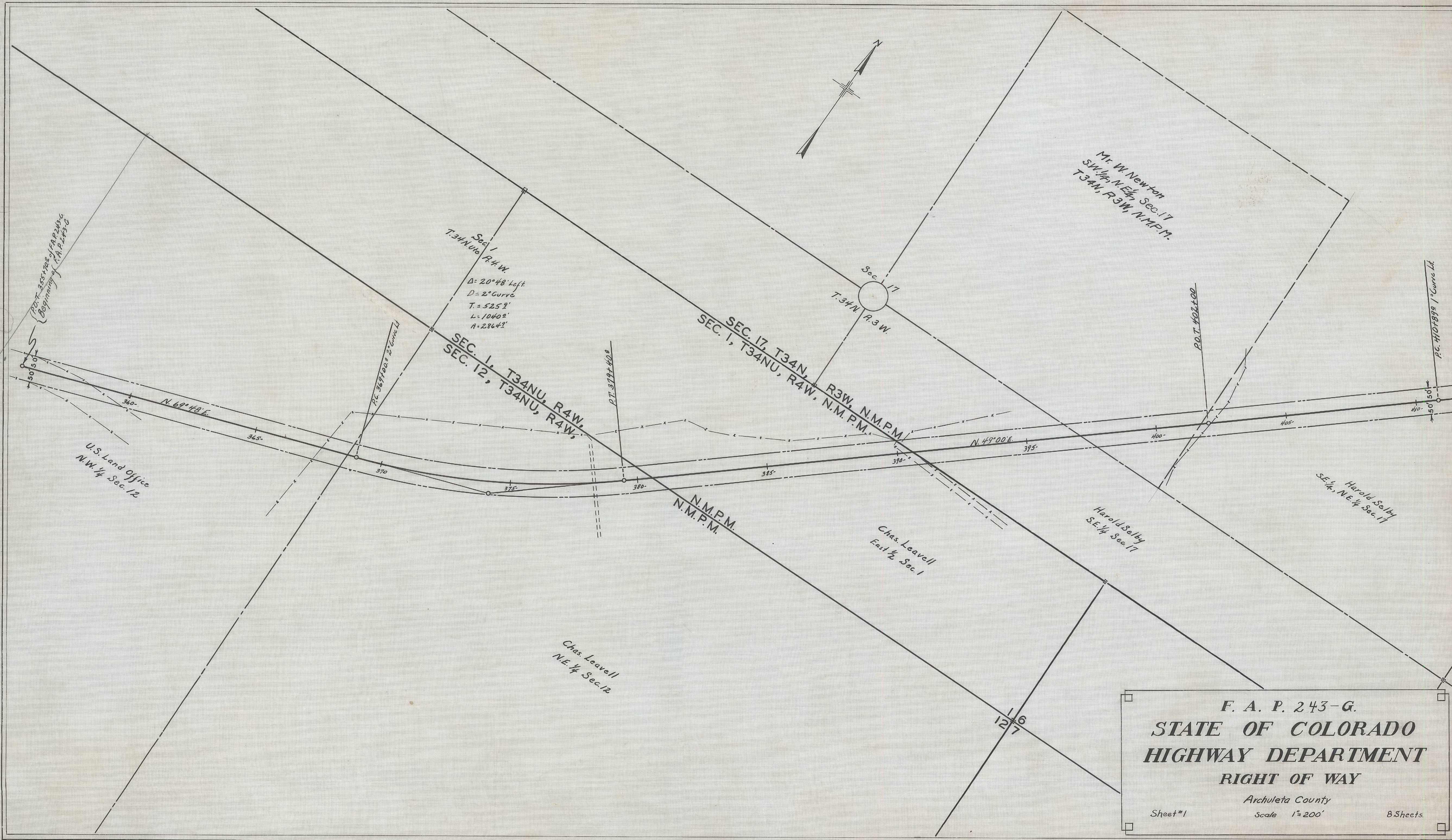
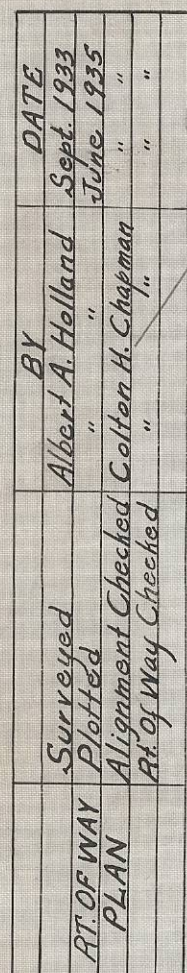
File Name:

F.A.P. 243-G_ROW(.PDF)

Box Location:

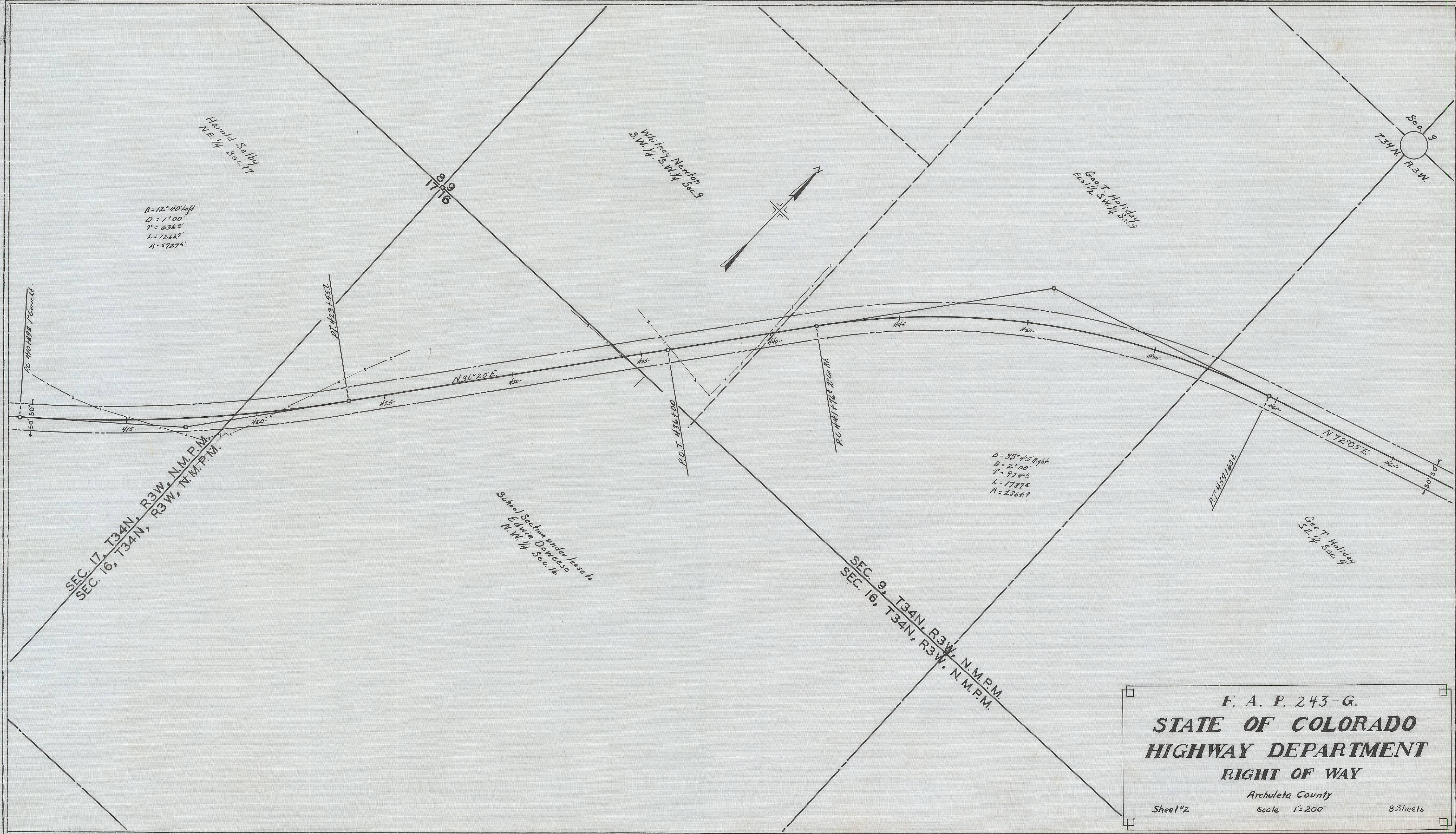
22 (TUBE-15)of 38

FAP 243 -G



89 101 12 13 14 15 16 17 18 19 20 21
JUL 1933
ENG. DIV.
S. H. D.

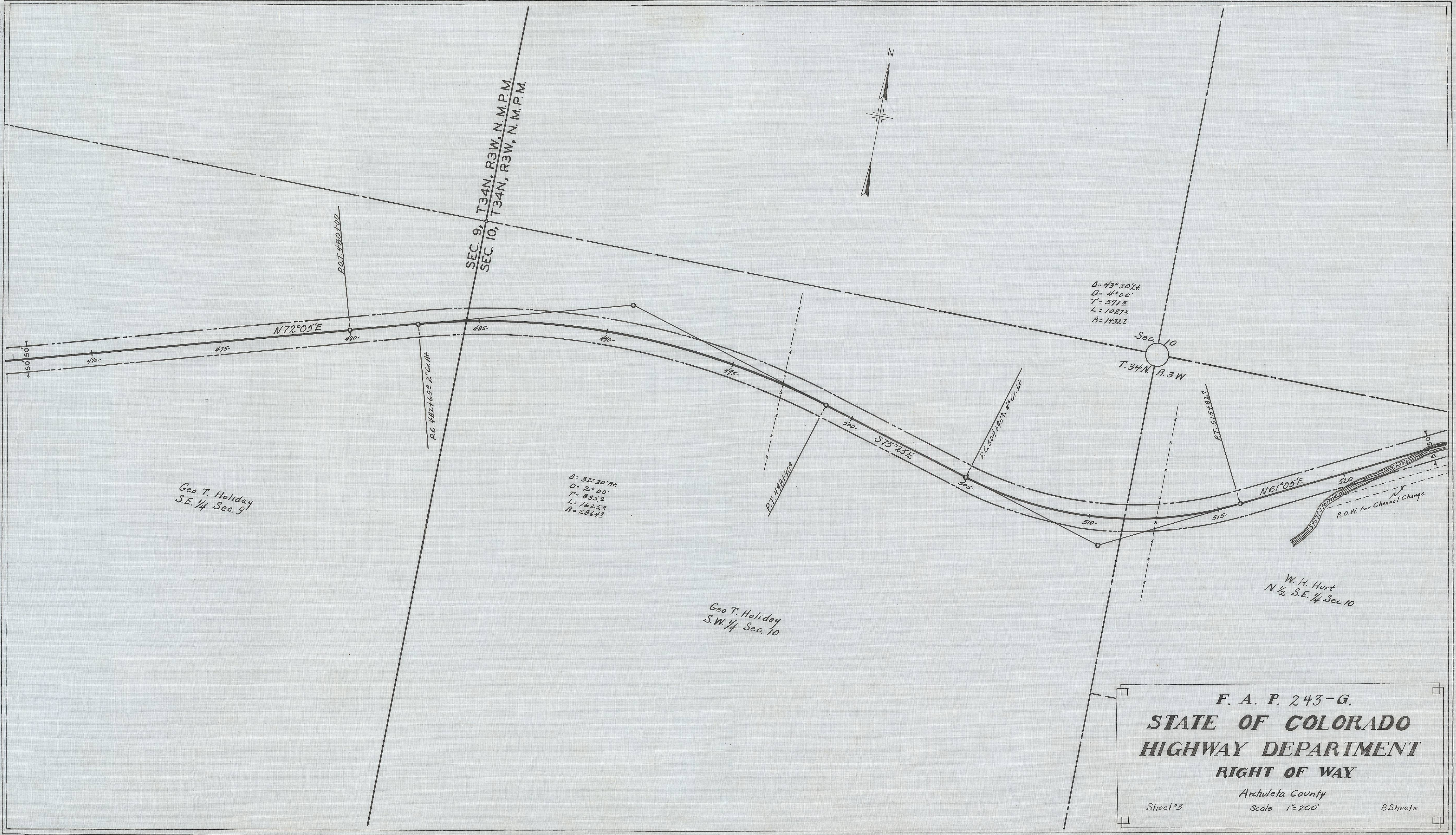
BY	DATE
Surveyed	Sept. 1933
Plotted	June 1935
PLAN	Alignment Checked
PLAN	At of Way Checked



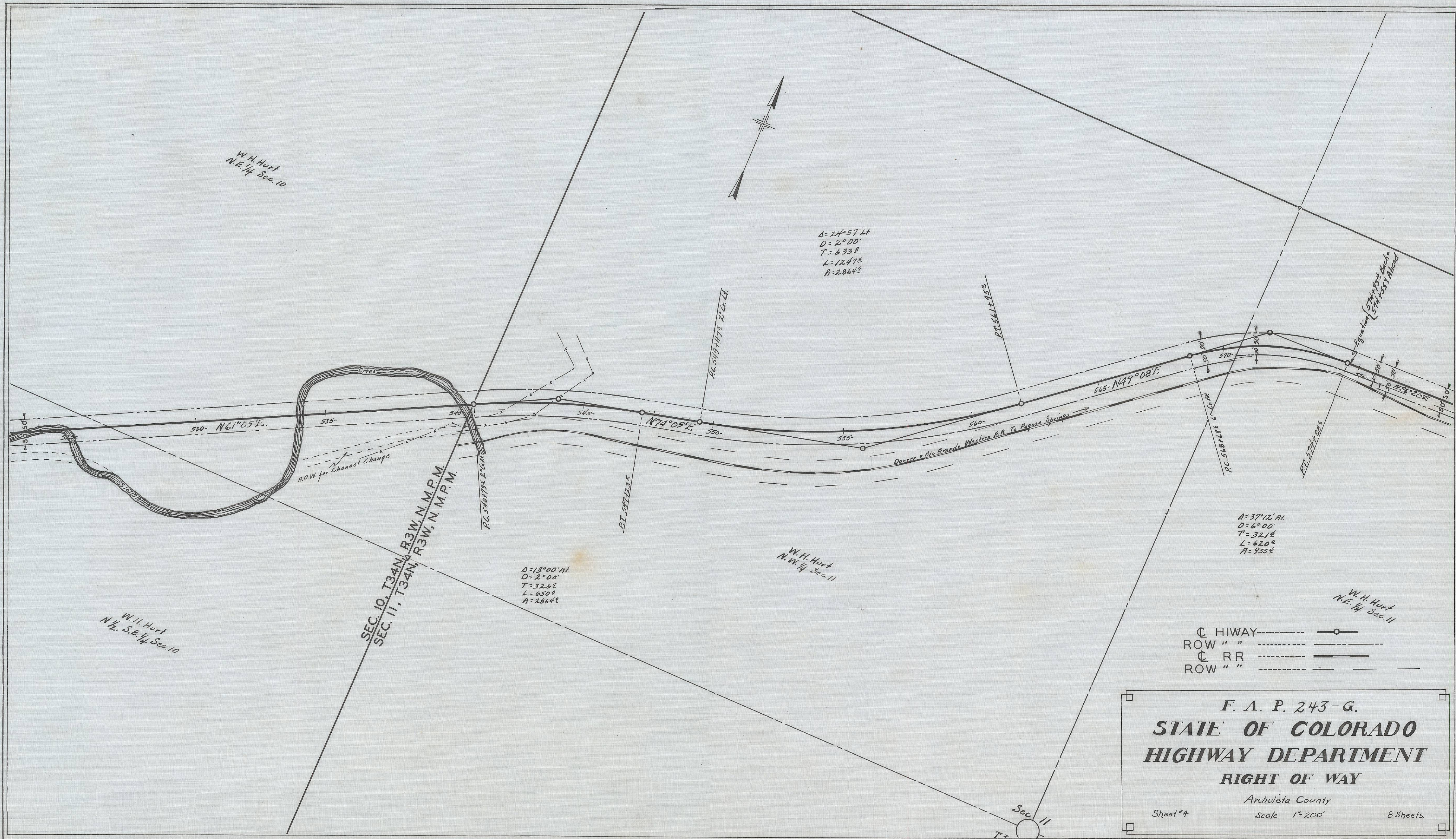
F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
Archuleta County
Sheet #2 Scale 1"=200' 8 Sheets

12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 123456789101112
 JUL 1935
 ENG. DIV.
 S. H. D.

Surveyed	BY	DATE
Plotted	Al. Holland	Sept. 1933
Alignment Checked	C. Chapman	June 1935
Rt. of Way Checked	"	"
PLAN		

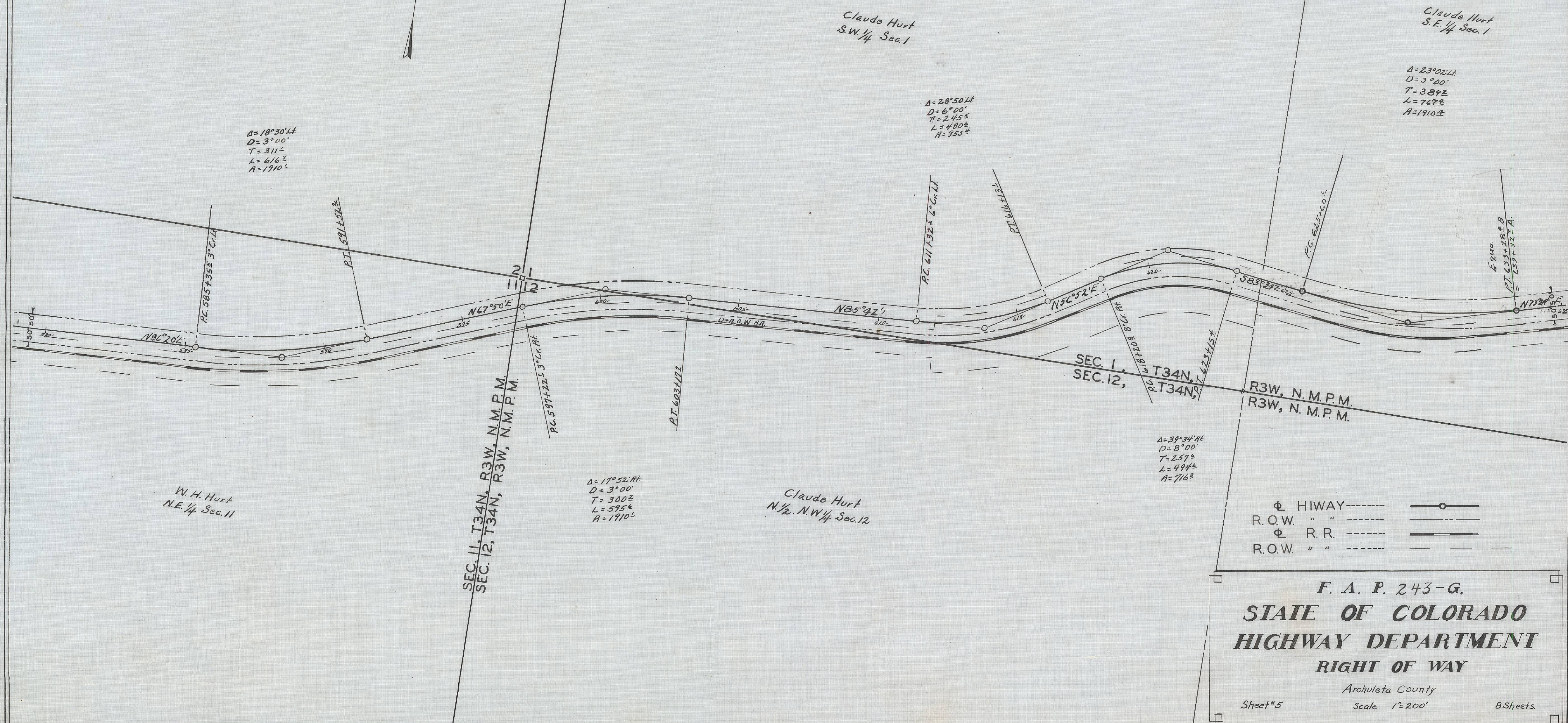


AT. OF WAY PLAN	Surveyed Plotted	BY	DATE
	Alignment Checked	A. L. Holland	Sept. 1933
	At. of Way Checked	" "	June 1935
		C. Chapman	" "
		" "	" "



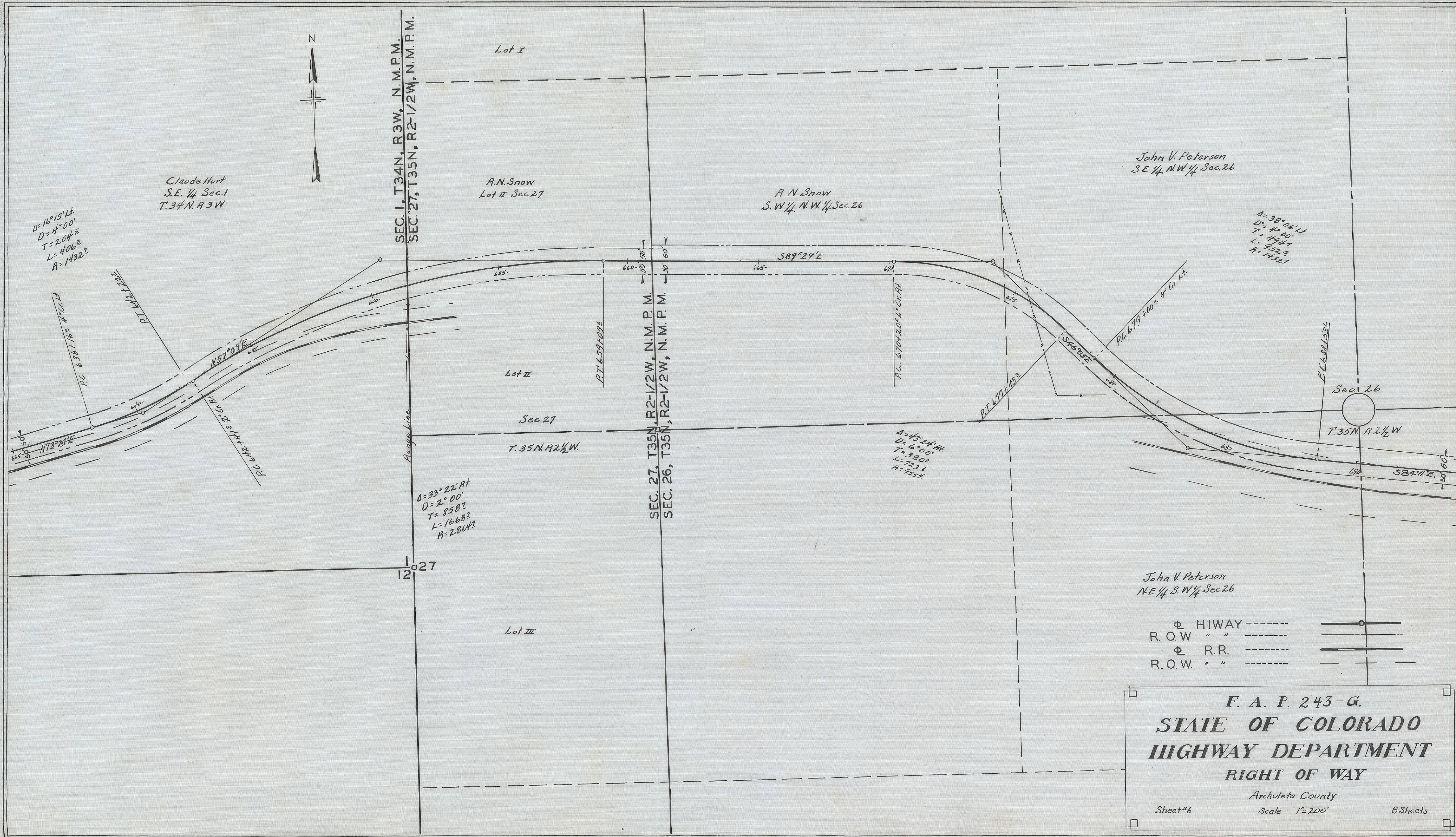


AT. OF WAY	Surveyed	BY	DATE
PLAN	Plotted	Albert A. Holland	Sept. 1933
	Alignment Checked	"	"
	At. of Way Checked	Colton Chapman	"
		"	"



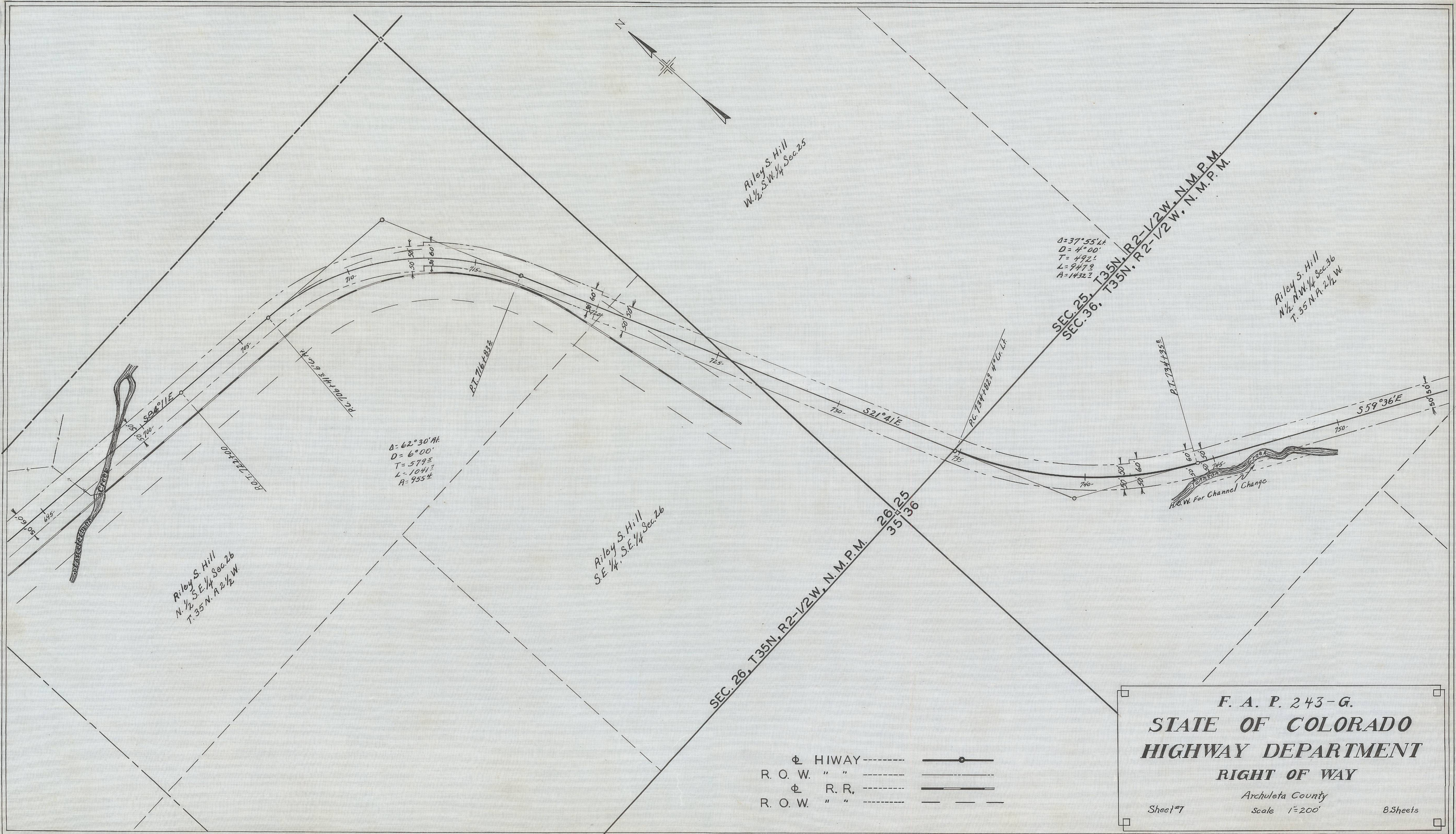


BY	DATE
Surveyed	Albert A. Holland Sept. 1933
Plotted	" " June 1935
At. of Way	Checked Calton Chapman " "
PLAN	At. of Way Checked " "



JUL 1935
 ENG. DIV.
 C. H. B.

BY	DATE
Surveyed	Sept 1933
Plotted	Oct 1933
Alignment Checked	Jan 1935
Plan	"
At. of Way Checked	"
At. of Way	"



Φ HIWAY -----
 R. O. W. " " -----
 Φ R. R. -----
 R. O. W. " " -----

F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
 Archuleta County
 Sheet #7
 Scale 1"=200'
 8 Sheets

JUL 1935
 ENG. DIV.
 S. H. D.

DATE	BY	Surveyed	Plotted	Alignment Checked	At Way Checked
Sept 1933	Albert A. Holland				
June 1935					



Riley S. Hill
 N. 1/2, N.W. 1/4 Sec. 36

Gov. Land
 N. 1/2 N.E. 1/4 Sec. 36
 T. 35 N. R. 2 1/2 W.

Range Line
 25 30
 36 31

D = 53° 48' Lt.
 D = 5° 00'
 T = 5814
 L = 10762
 A = 11462

D = 56° 10' Lt.
 D = 8° 00'
 T = 3882
 L = 7022
 A = 7162

David Hersch
 N.W. 1/4 Sec. 31
 T. 35 N. R. 2 W

Jule Macht
 S.E. 1/4, N.W. 1/4 Sec. 36

Jule Macht
 S.W. 1/4, N.E. 1/4 Sec. 36

Gov. Land
 S.E. 1/4, N.E. 1/4 Sec. 36
 D = 17° 15' Rt.
 D = 4° 00'
 T = 2172
 L = 4313
 A = 14322

⊕ HIWAY -----
 R.O.W. " " -----
 ⊕ R.R. -----
 R.O.W. " " -----

F. A. P. 243-G.

STATE OF COLORADO

HIGHWAY DEPARTMENT

RIGHT OF WAY

Archuleta County

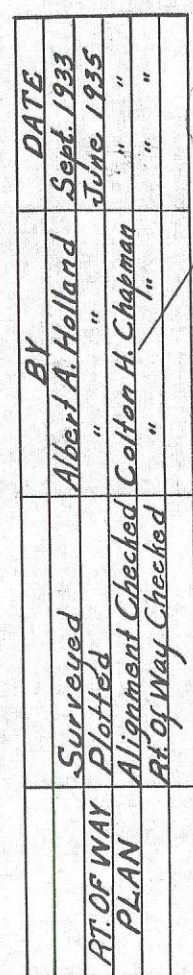
Scale 1" = 200'

Sheet #8

8 Sheets

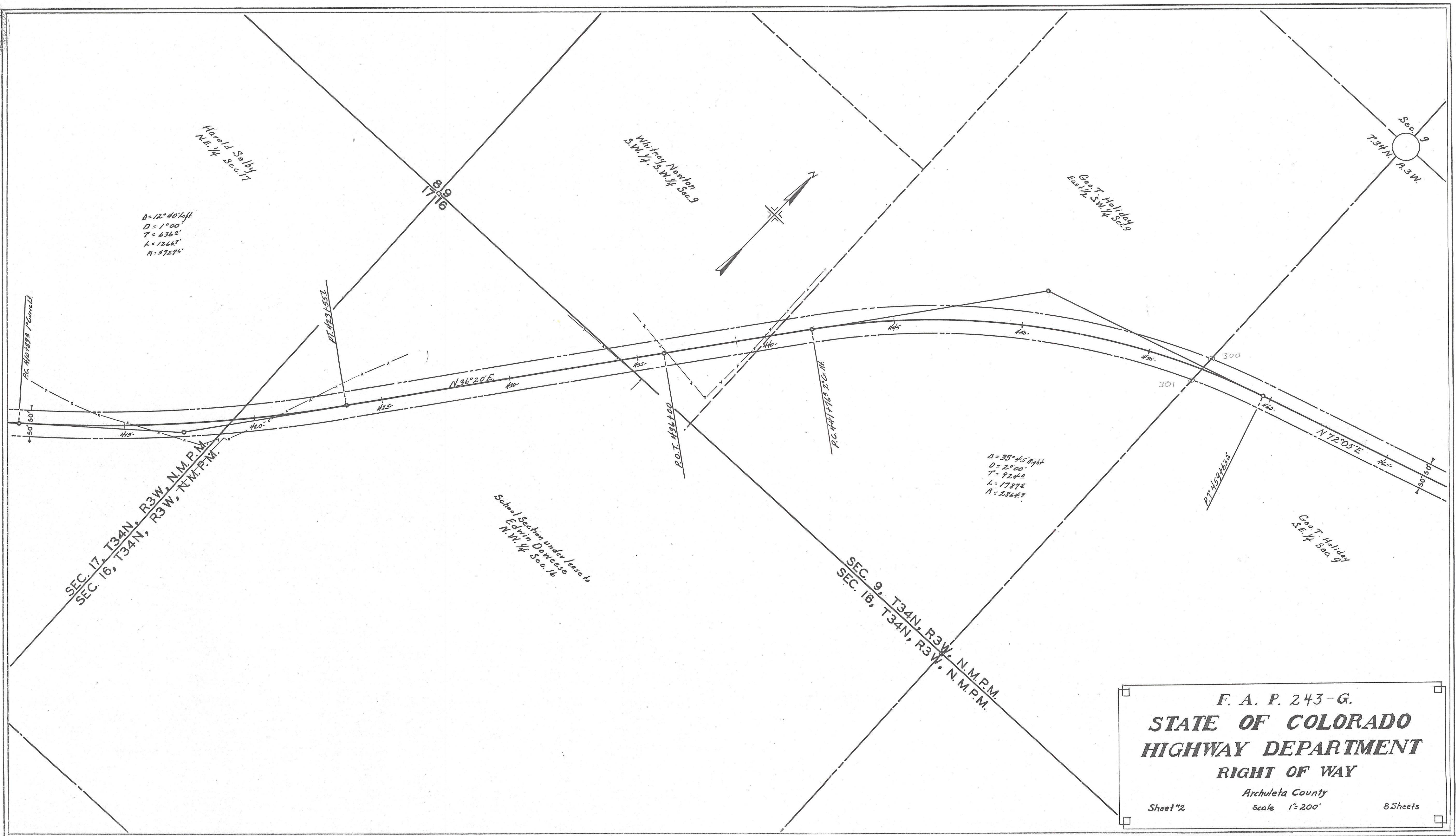
Sta 772+00 End Of F.A.P. 243-G

SEC. 36, T35N, R2-1/2W, N.M.P.M.
 SEC. 31, T35N, R2W, N.M.P.M.



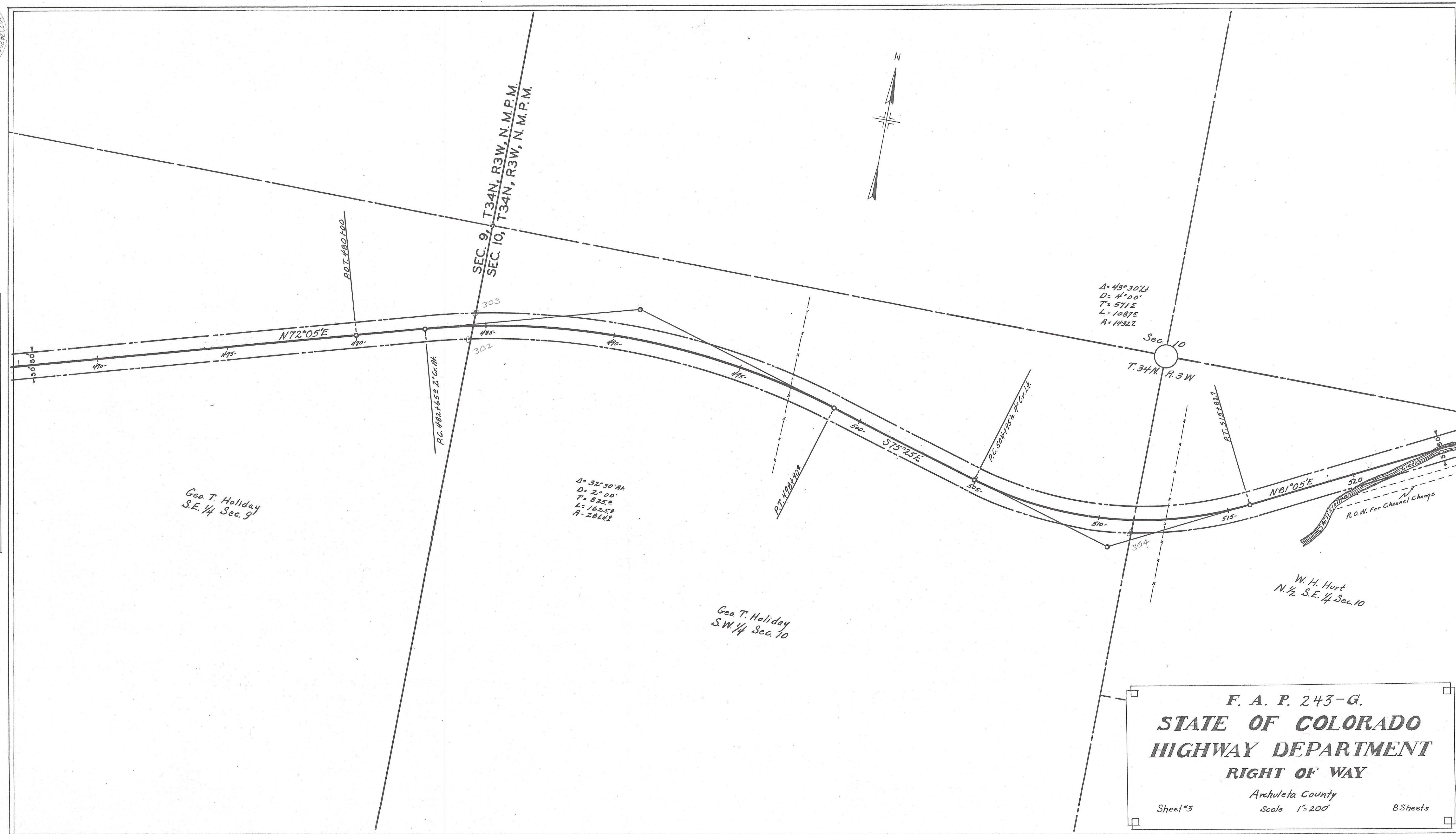
1234567891011121314151617181920
JUL 1935
ENG. DIV.
S. H. D.

BY	DATE
Surveyed	Sept 1935
Plotted	June 1935
Alignment Checked	C. Chapman
Plan	"
Right of Way Checked	"

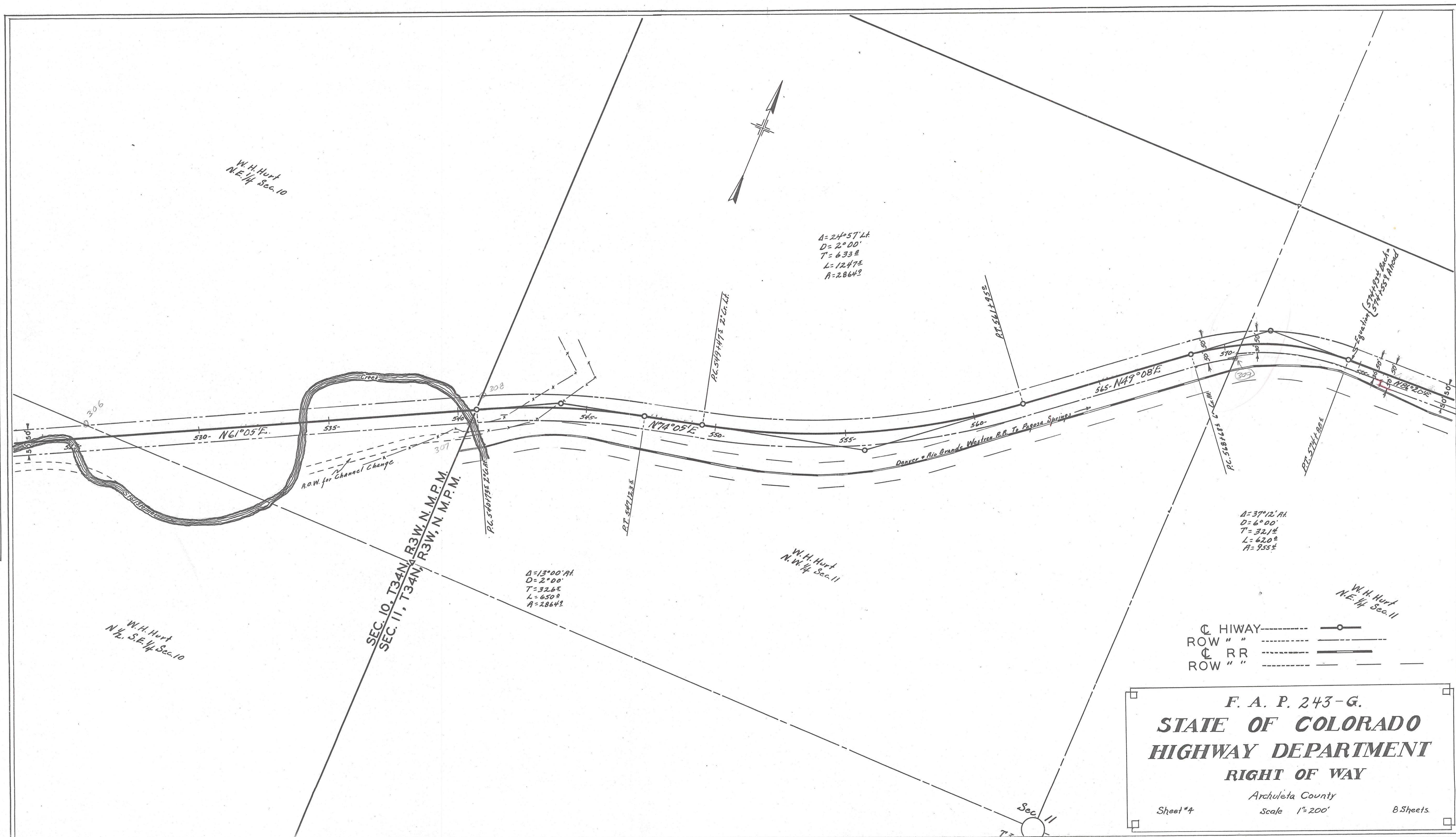


F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
Archuleta County
Scale 1"=200'
Sheet #2 8 Sheets

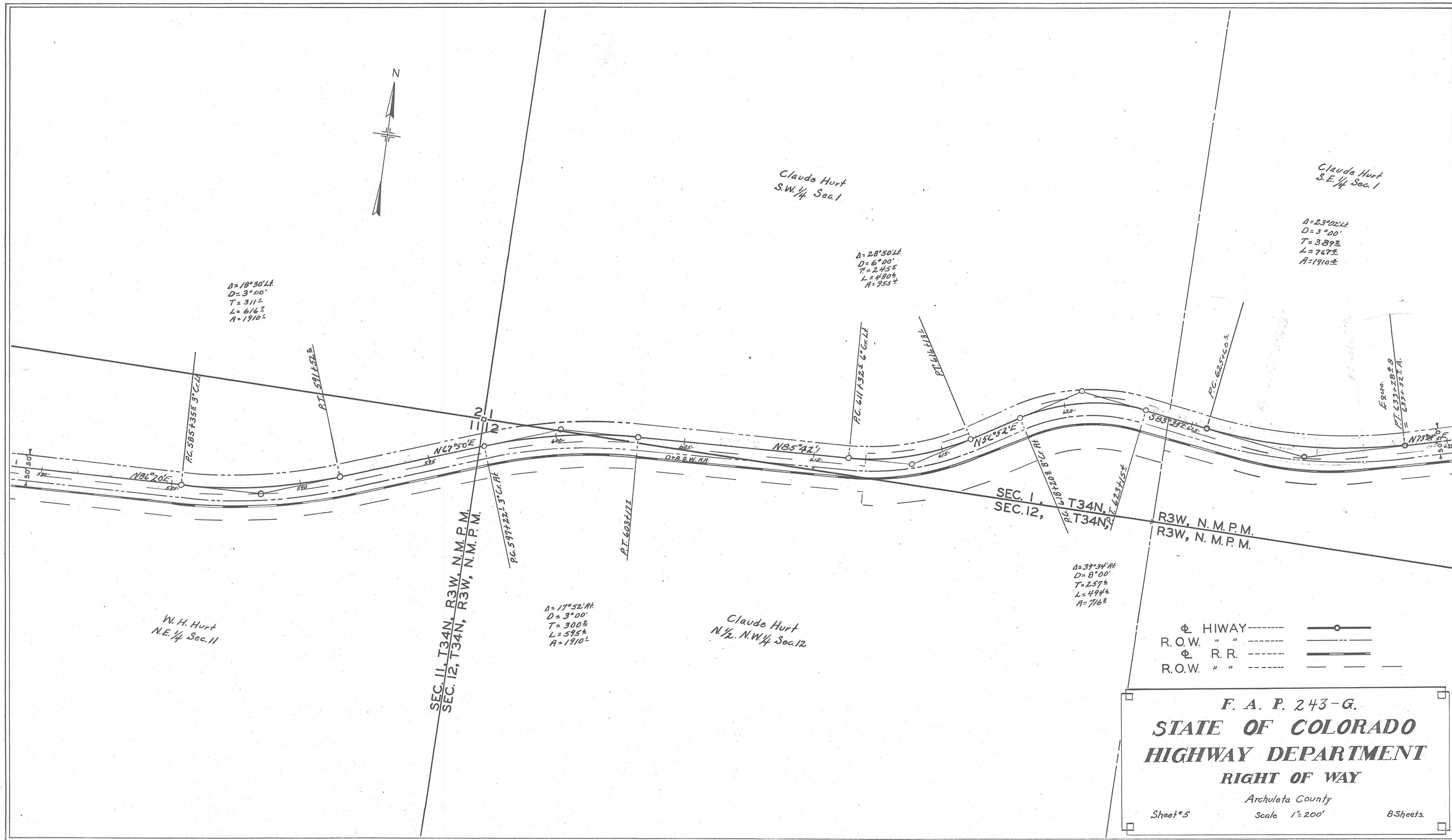
AT. OF WAY	BY	DATE
PLAN	Al. Holland	Sept 1933
	"	June 1935
	C. Chapman	"
	"	"
	"	"

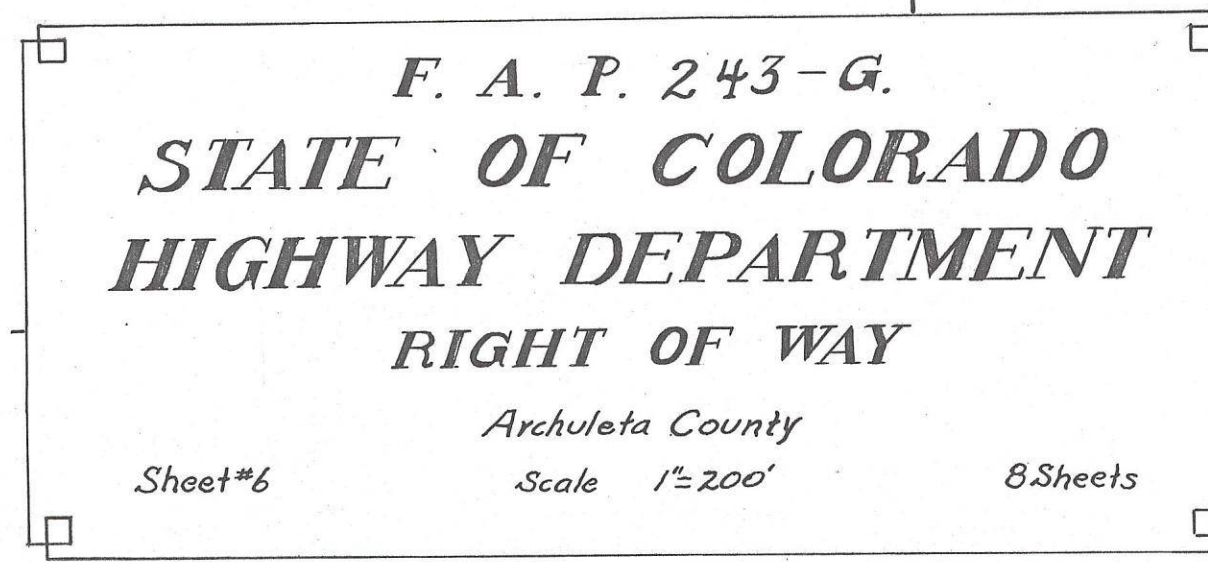


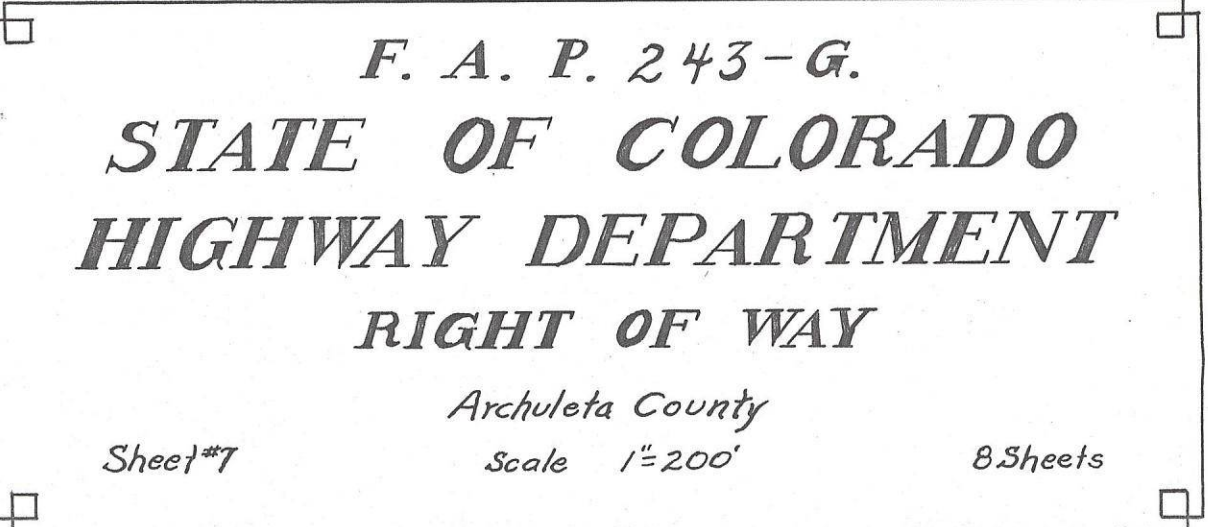
AT. OF WAY	Surveyed	BY	DATE
PLAN	Plotted	A. I. Holland	Sept. 1933
	Alignment Checked	C. Chapman	June 1935
	A.F.O. Way Checked	"	" "

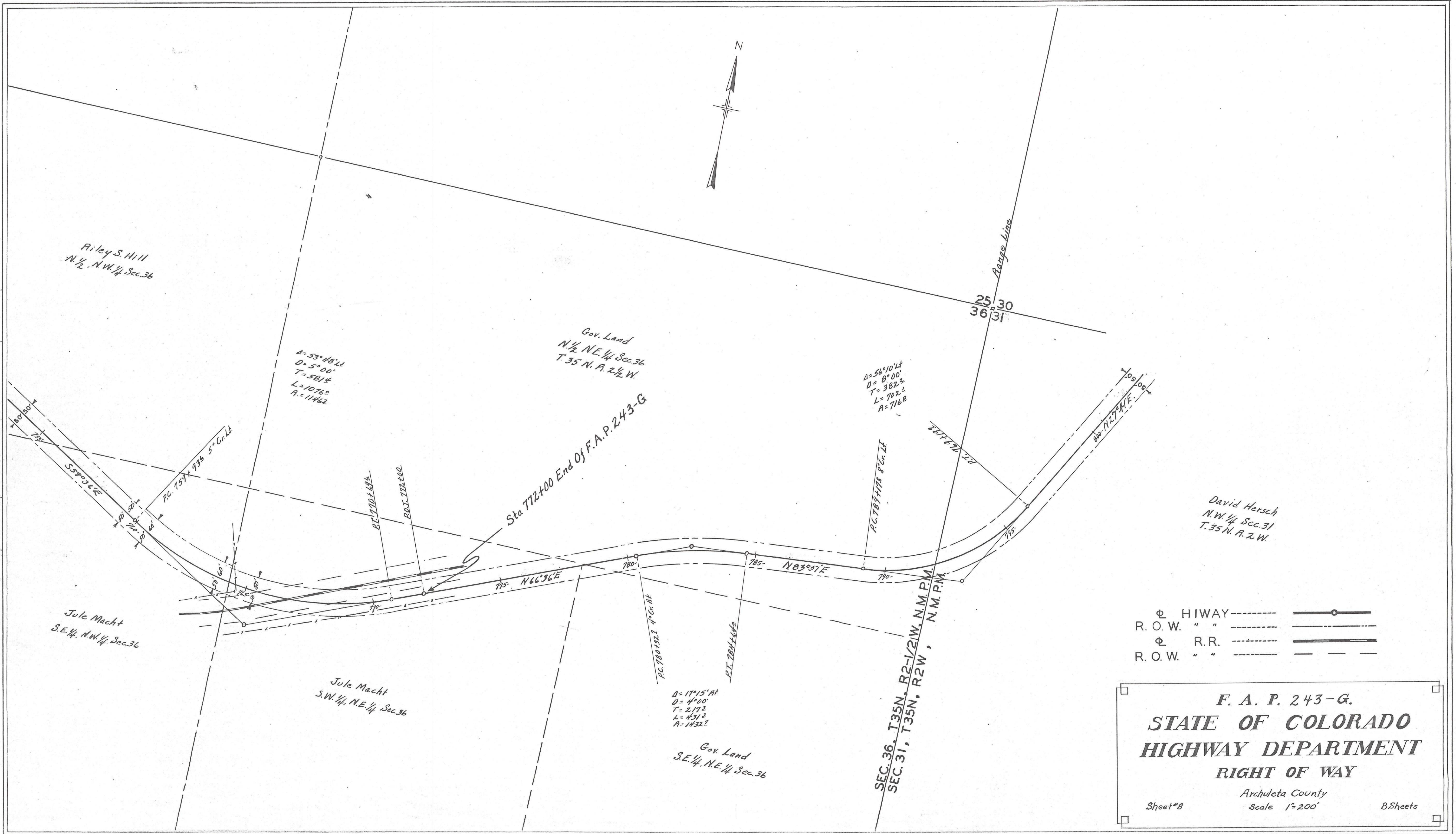
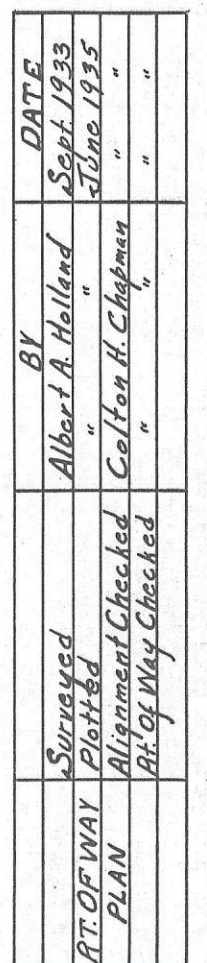


AT. OF WAY	PLAN	BY	DATE
	Surveyed	Albert A. Holland	Sept. 1933
	Plotted	"	June, 1935
	Alignment Checked	Carlton Chapman	"
	Pk. of Way Checked	"	"









15022-2(9)



COLORADO
Department of
Transportation

DOCUMENT SEPARATOR SHEET

REGION 5 – JUNE 2017 CONVERSION

To be placed at the beginning of each separator sheet.



r500001274

Description:

ROW Plans 24X36

Route # and Mile Points:

US 160

Originating Office:

ROW/Survey

File Name:

F.A.P. 243-G_ROW(.PDF)

Box Location:

22 (TUBE-16)of 38

FAP 243-G

STORY WAY	PLAN	BY	DATE
Survived		Alaric A. Holland	Sept. 1933
Plotted			June 1935
Alignment Checked		Cotton H. Chapman	
At 0.75 mi. S. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809.			

(NW 1/4 NW 1/4 Sec 12

Sec 1
 T34 N 1/4
 R4 W
 Δ = 20° 48' 40"
 Δ = 2° Curve
 T = 525.9'
 L = 1040°
 A = 2864.9'

28647

SEC. 1, T34NU, R4W.

SEC. 12, T34NU, R4W.

N.M.P.M.
N.M.P.M.

Chas Leavell
NE $\frac{1}{4}$ Sec. 12

A circular diagram with four quadrants. The top quadrant is labeled 'Sec', the right quadrant is labeled '17', the bottom quadrant is labeled 'A 3 W', and the left quadrant is labeled 'T. 34 N'. The quadrants are separated by two intersecting lines forming an 'X' shape.

SEC. 17, T34N, R3W, N.M.P.M.

SEC. 1, T34NU, R4W, N.M.P.M.

A3W

N

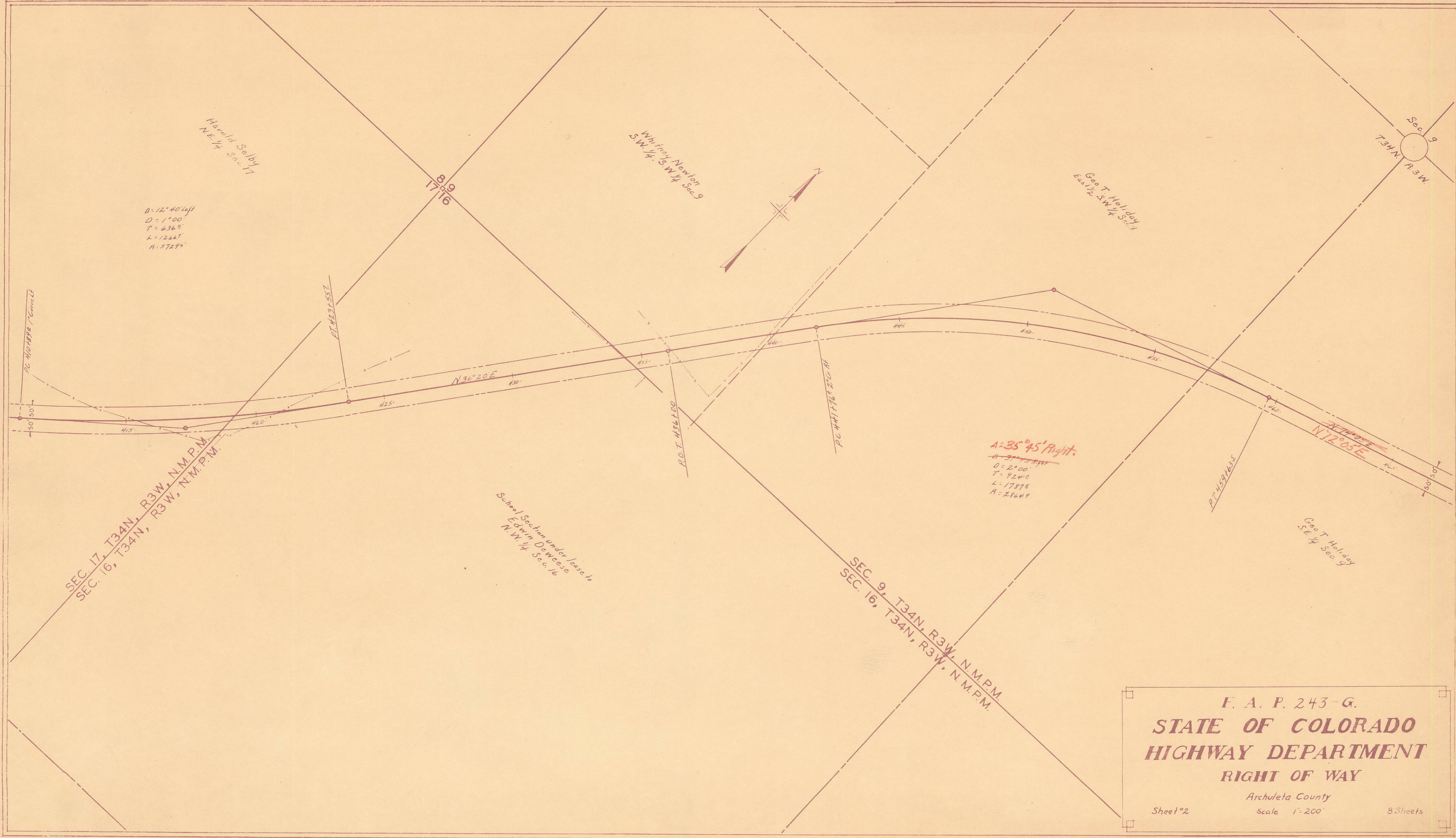
Chas. Leavell
East $\frac{1}{2}$ Sec 1

Harold Selby
SE 1/4 Sec 1

Harold Selby
NE 1/4 Sec. 17

F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
Archuleta County
Sheet #1 Scale 1"=200' 8 Sheets

DATE	BY	Surveyed
Sept 1933	A. Holland	Plotted
June 1935	C. Chapman	Alignment Checked
		At of Way Checked



F. A. P. 243-G.

STATE OF COLORADO

HIGHWAY DEPARTMENT

RIGHT OF WAY

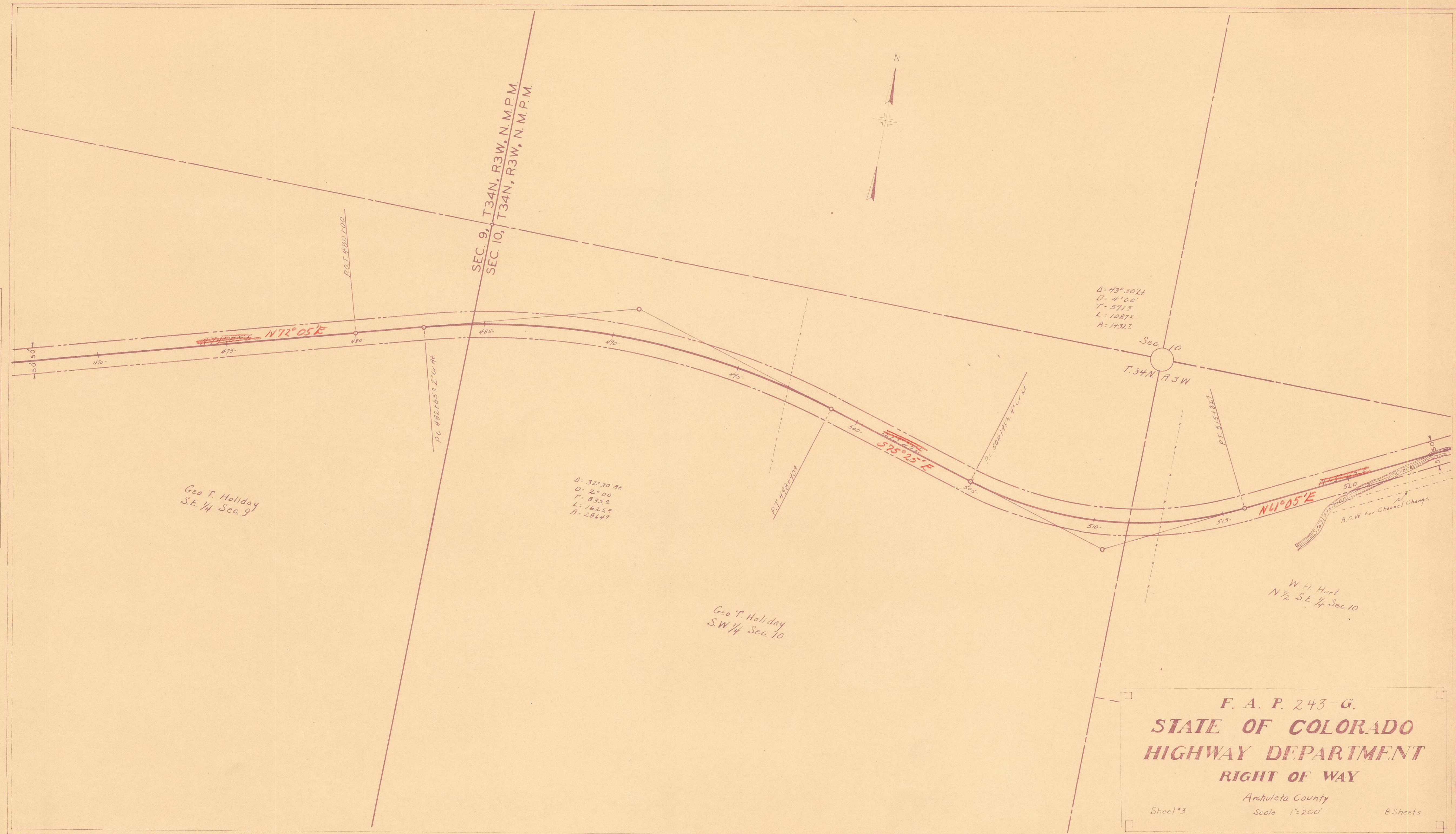
Archuleta County

Scale 1"=200'

Sheet #2

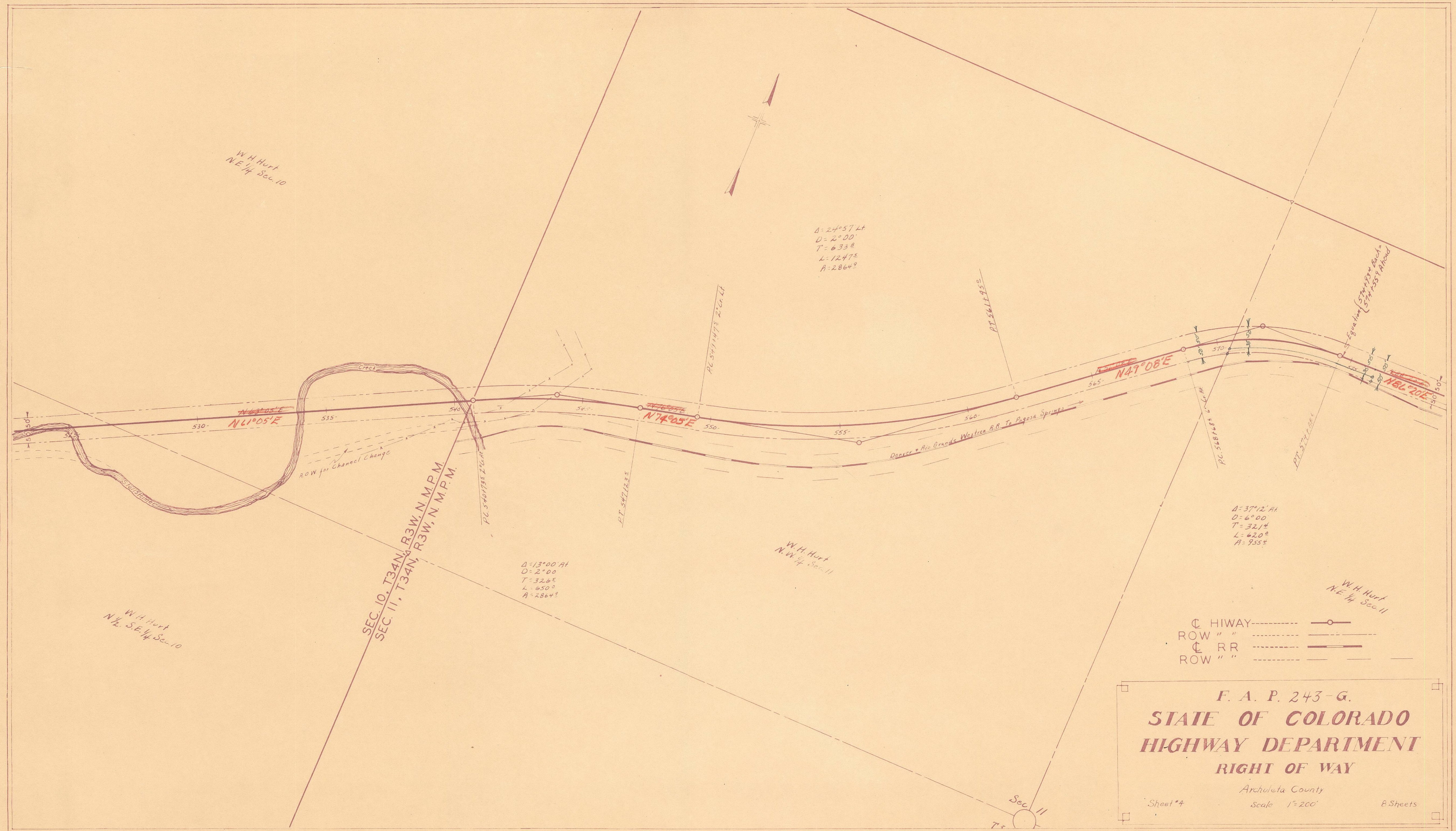
8 Sheets

DATE	BY	Surveyed
Sept 1933	Al Holland	
June 1935	C. Chapman	
	Alignment Checked	
	At of Way Checked	



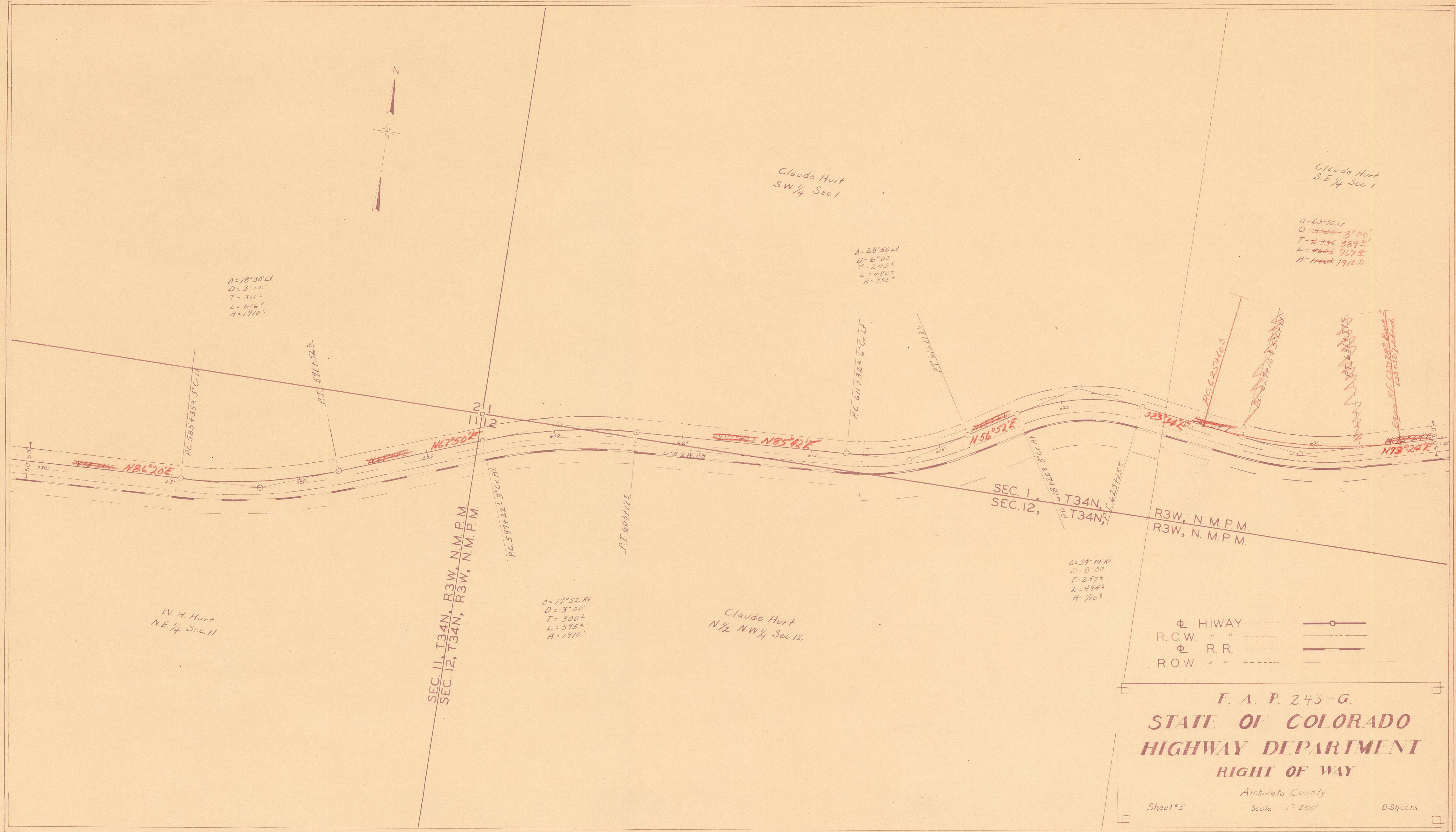
F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
 Archuleta County
 Sheet #3 Scale 1"=200' 8 Sheets

Surveyed
 Al Holland
 Sept. 1933
 June 1935
 Alignment Checked
 G. Chapman
 Plan
 AFO Way Checked
 AFO Way Checked



F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
 Archuleta County
 Sheet #4
 Scale 1"=200'
 8 Sheets

Surveyed	BY	DATE
AT OF WAY	Albert A. Holland	Sept 1933
Alignment Checked	Colton Chapman	June 1935
Plan		
At of Way Checked		



⊕ HIWAY -----
 R.O.W. " " -----
 ⊕ R.R. -----
 R.O.W. " " -----

F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
 Archuleta County
 Sheet #5 Scale 1"=200' 8 Sheets

$\Delta = 16^{\circ} 15' \text{ Lt}$
 $D = 4^{\circ} 00'$
 $T = 204^{\circ}$
 $L = 406^3$
 $R = 1432^2$

SEC. 1, T34N, R3W, N.M.P.M.
SEC. 27, T35N, R2-1/2W, N.M.P.M.

Lot I

A. N. Snow
Lot II Sec. 27

R N Snow
S. W. $\frac{1}{4}$, N. W. $\frac{1}{4}$ Sec. 26

John V. Peterson
S.E. $\frac{1}{4}$, N.W. $\frac{1}{4}$ Sec. 26

$\Delta = 38^{\circ} 06' 11''$
 $D^{\circ} = 4^{\circ} 00'$
 $T = 4447$
 $L = 9525$
 $R = 14327$

SEC. 27, T35N, R2-1/2W, N.M. P. M.
SEC. 26, T35N, R2-1/2W, N.M. P. M.

Lot II

Sec 27

T. 35 N. R 2 1/2 W.

$\Delta = 33^{\circ} 22' \text{ At}$
 $D = 2^{\circ} 00'$
 $T = 8587$
 $L = 16683$
 $H = 28649$

$\Delta = 43^{\circ}24'41''$
 $O = 6^{\circ}00'$
 $\Gamma = 380^{\circ}$
 $L = 7233$
 $H = 4554$

Sec 26

T. 35 M. 11. 2 1/2 W.

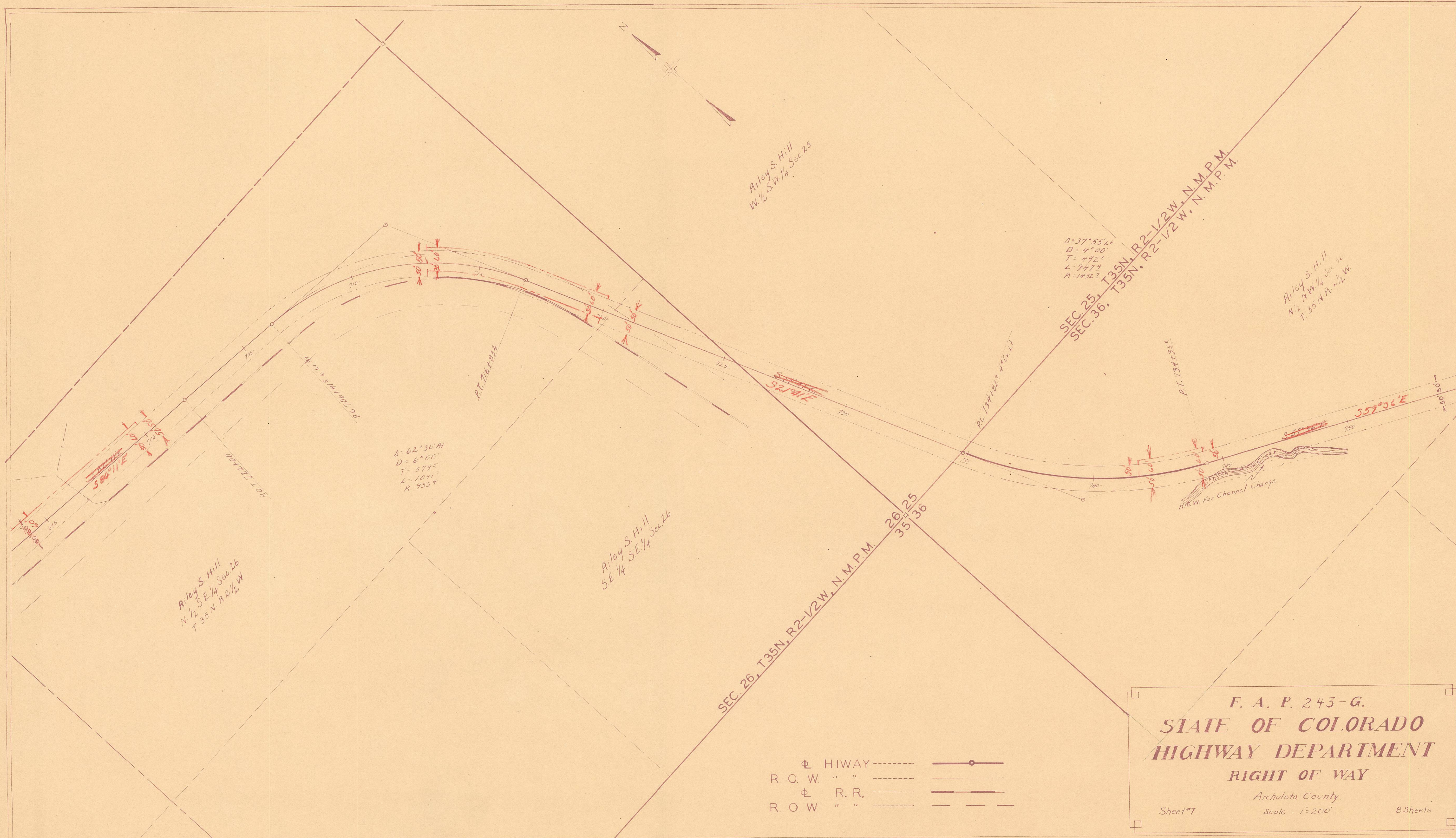
S 82° 11' E

John V. Peterson
N.E. 1/4 S.W. 1/4 Sec. 26

② HIWAY -----
 R. O. W. " " -----
 ② R R. -----
 R. O. W. " " -----

F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY

BY	DATE
Albert A. Holland	Sept. 1933
Colten H. Chapman	June 1935
Surveyed	
Plotted	
Alignment Checked	
At of Way Chained	
PLAN	



F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
 Archuleta County
 Scale 1"=200'
 Sheet #7 8 Sheets

RT OF WAY PLAN	Surveyed Plotted	BY	DATE
	Alignment Checked	Albert A. Holland	Sept. 1933
	Ht. of Way Checked	Carlton H. Chapman	June 1935



COLORADO
Department of
Transportation

DOCUMENT SEPARATOR SHEET

REGION 5 – JUNE 2017 CONVERSION

To be placed at the beginning of each separator sheet.



r500002031

Description:

ROW Plans 11X17

Route # and Mile Points:

US 160

Originating Office:

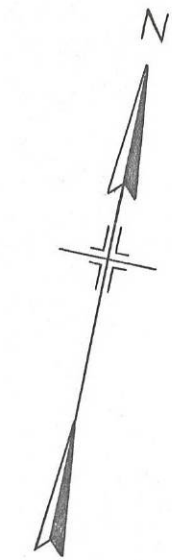
ROW/Survey

File Name:

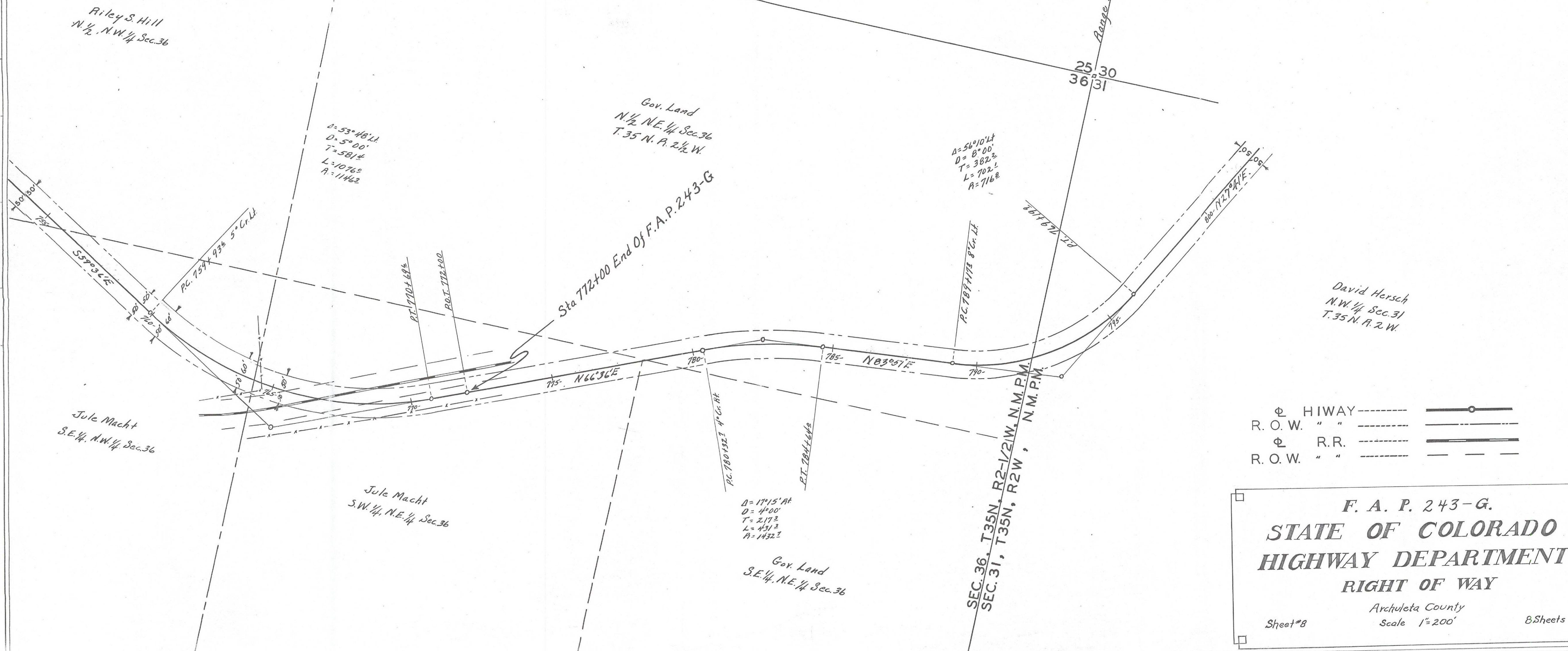
F.A.P. 243-G_ROW(.PDF)

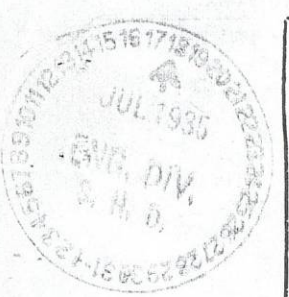
Box Location:

32 of 38

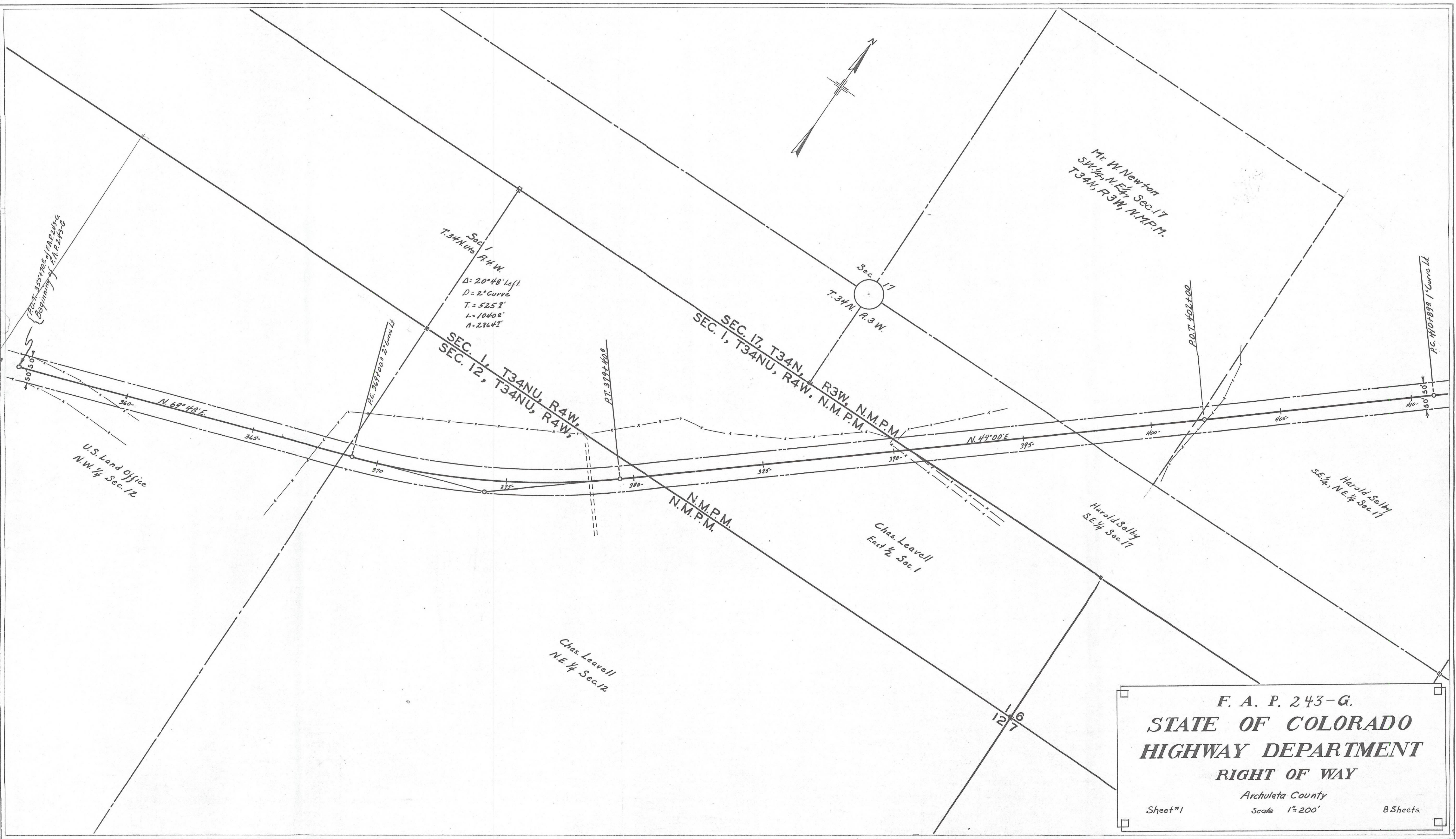


		BV	DATE
R.T. OF WAY	Surveyed	Albert A. Holland	Sept. 1933
PLAN	Plotted	"	June 1935
	Alignment Checked	Colton H. Chapman	"
	Rt. of Way Checked	"	"





BY	DATE
Surveyed	Sept. 1933
Plotted	June 1935
Alignment Checked	By H. Chapman
At of Way Checked	"
PLAN	



F. A. P. 243-G.

STATE OF COLORADO

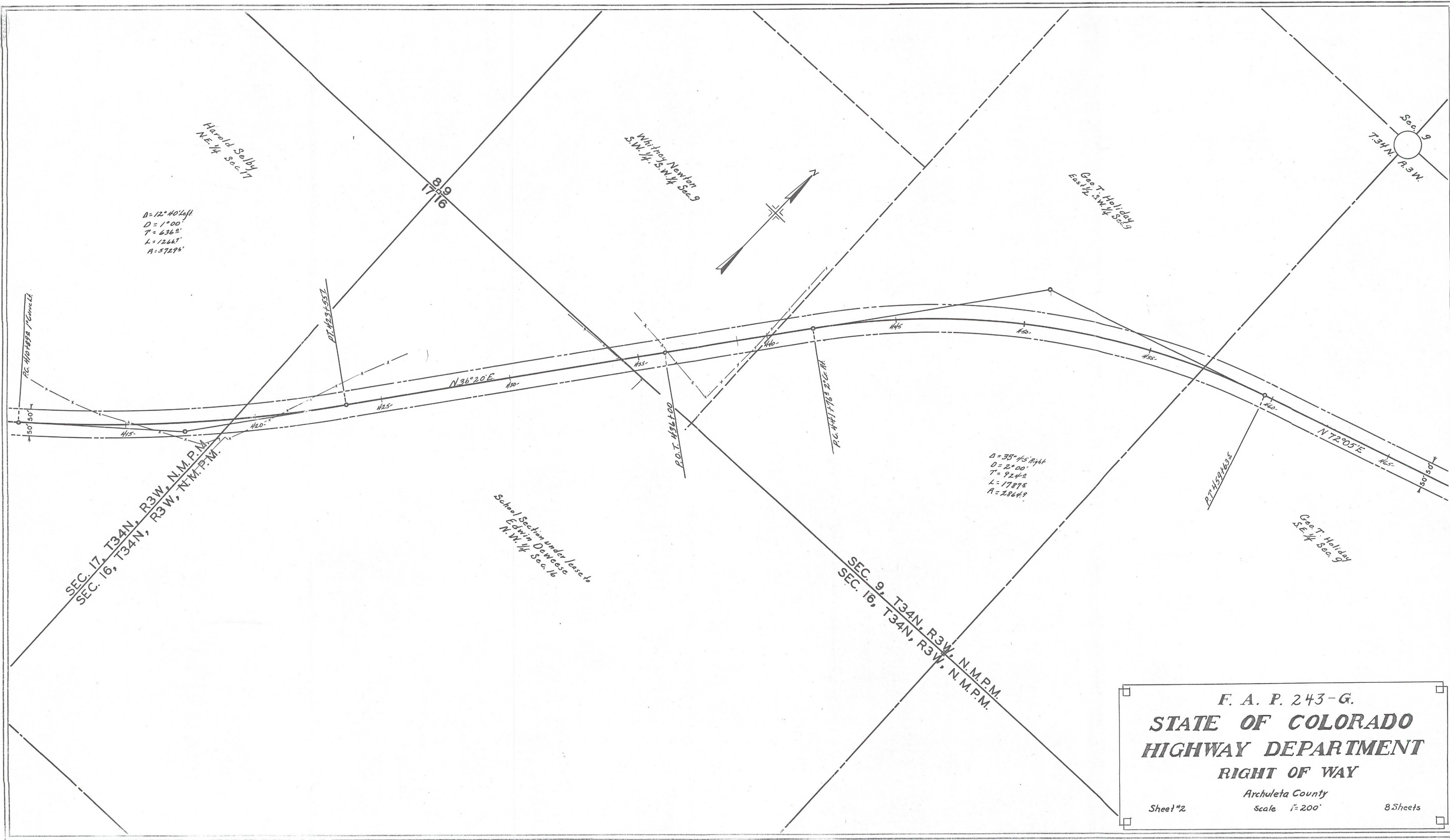
HIGHWAY DEPARTMENT

RIGHT OF WAY

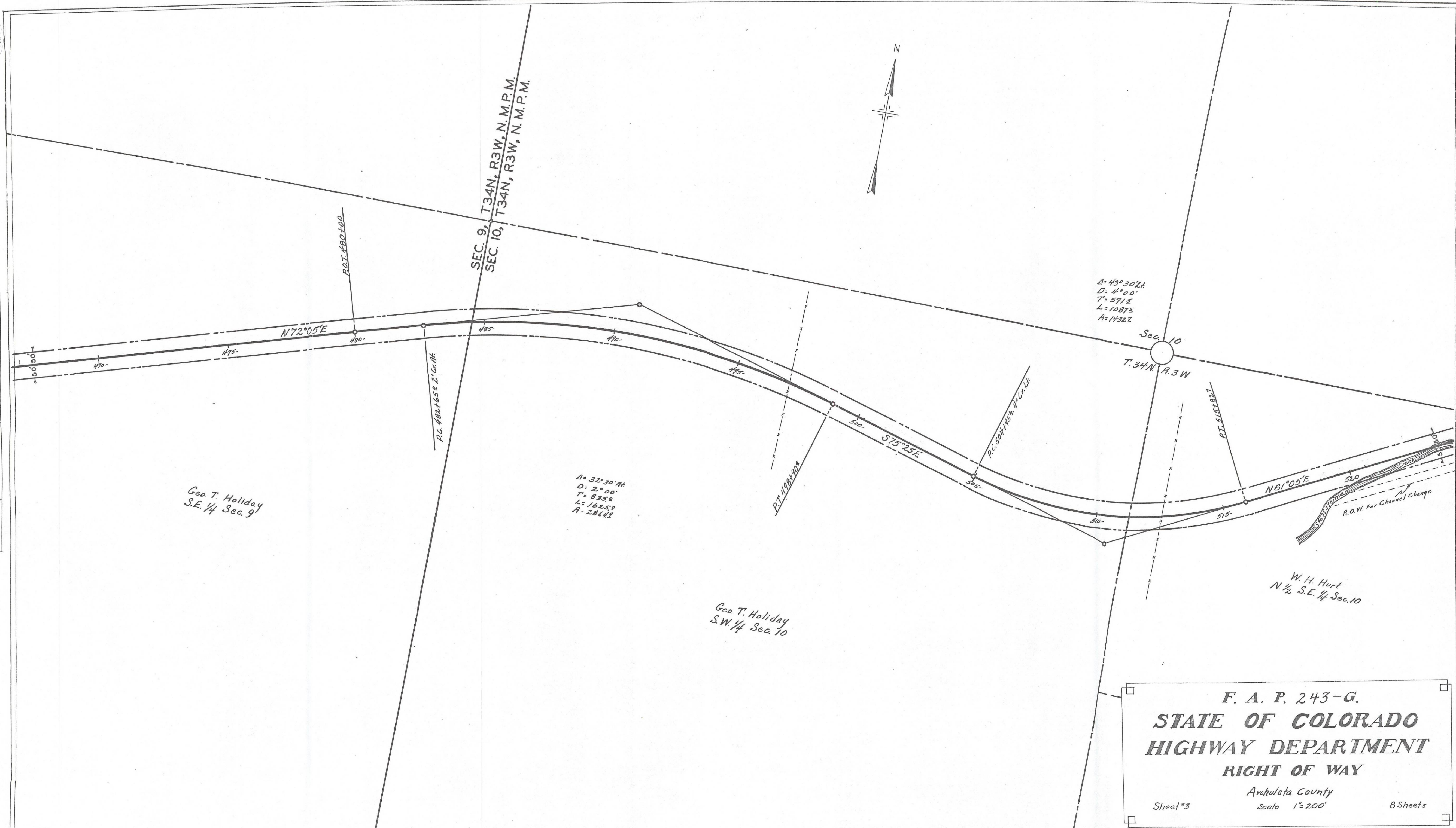
Archuleta County

Sheet #1 Scale 1" = 200' 8 Sheets

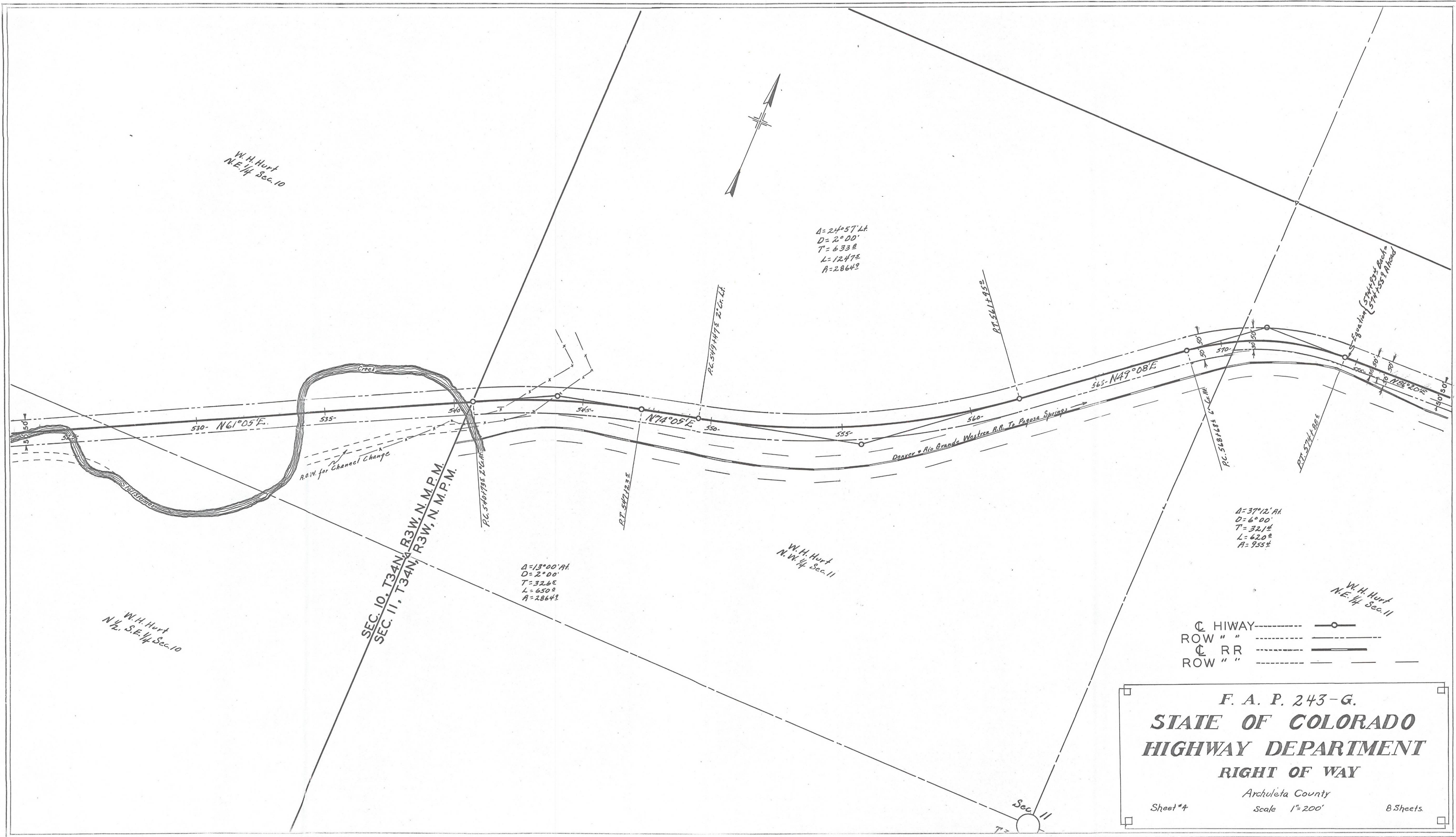
		BY	DATE
	Surveyed	A. Holland	Sept 1933
	Plotted	"	"
	Alignment Checked	C. Chapman	June 1935
	At of Way Checked	"	"



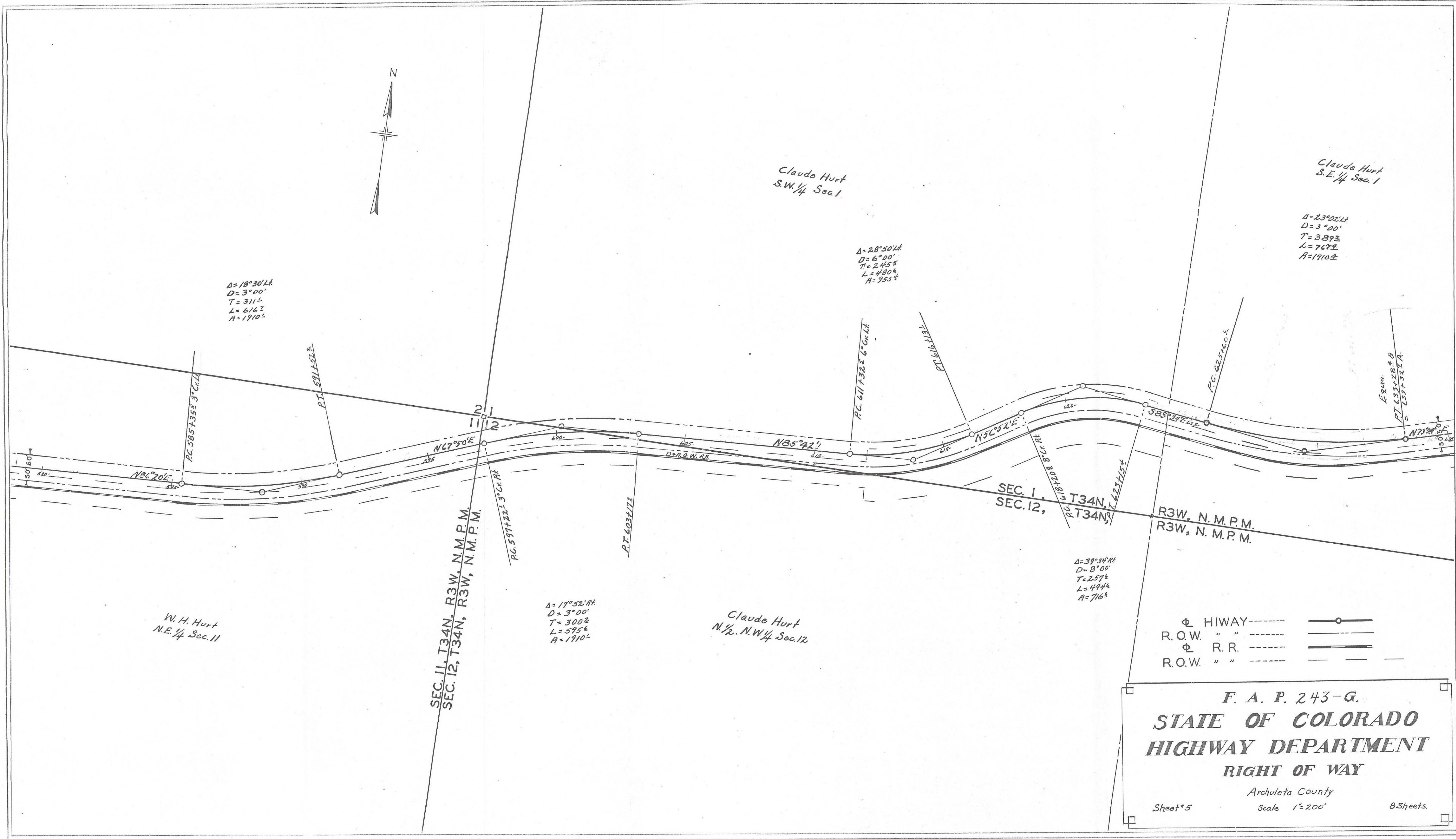
12345678910111213141516171819202122232425262728293031
JUL 1950
ENG. DIV.
S. H. D.



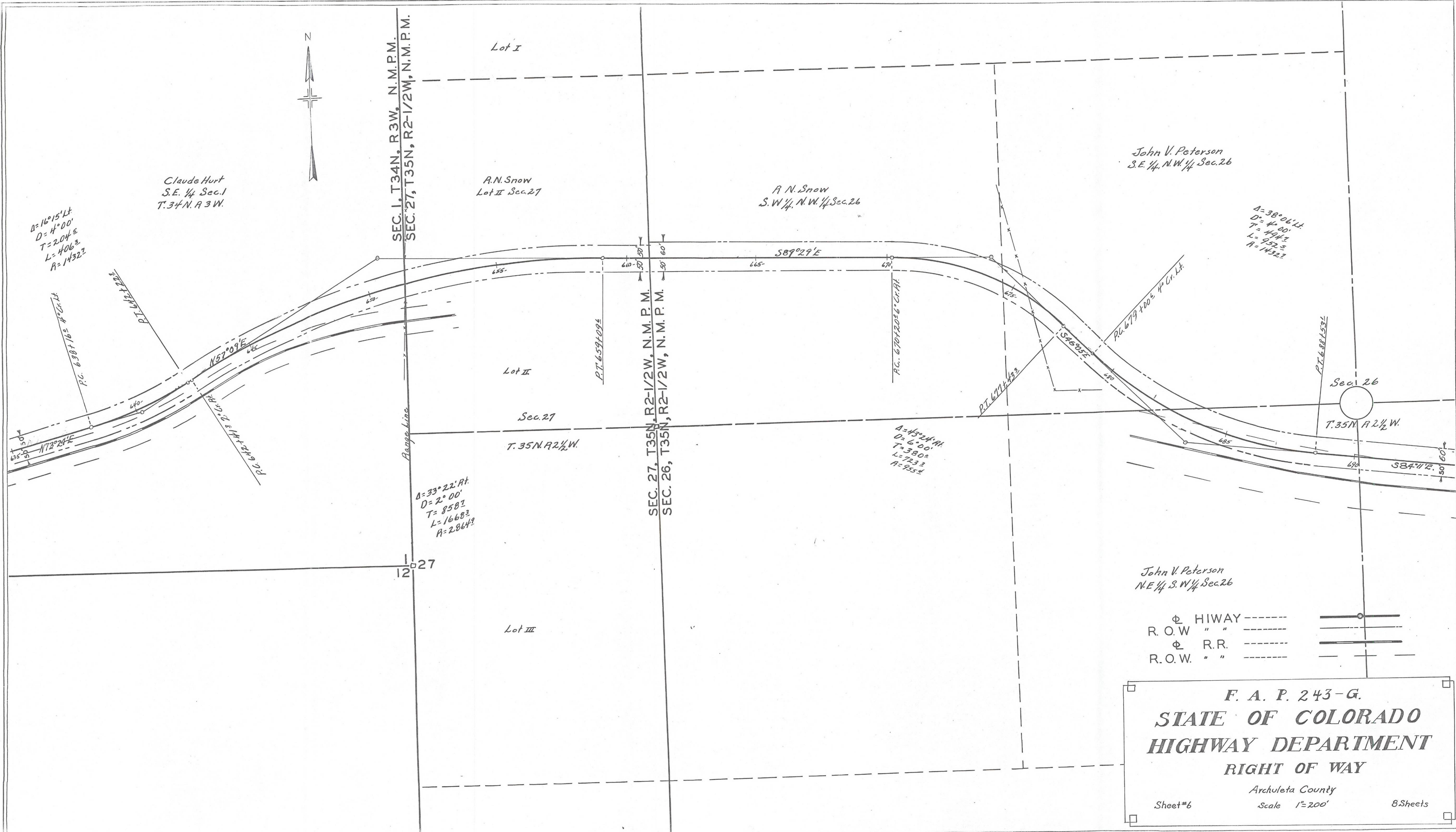
			BY	DATE
AT. OF WAY	Surveyed		A. L. Holland	Sept. 1933
PLAN	Plotted		"	June 1935
	Alignment Checked		C. Chapman	"
	At. of Way Checked		"	"



AT. OF WAY	BY	DATE
Survaced	Albert A. Holland	Sept. 1933
Plotted	"	June 1935
Alignment Checked	Col. Gen. Chapman	"
At. of Way Checked	"	"



BY	DATE
Surveyed	Albert A. Holland Sept. 1933
Plotted	" " June 1935
Alignment Checked	Colton Chapman
PLAN	" "
Right of Way Checked	" "



Φ HIWAY -----
 R.O.W. " " -----
 Φ R.R. -----
 R.O.W. " " -----

F. A. P. 243-G.

STATE OF COLORADO

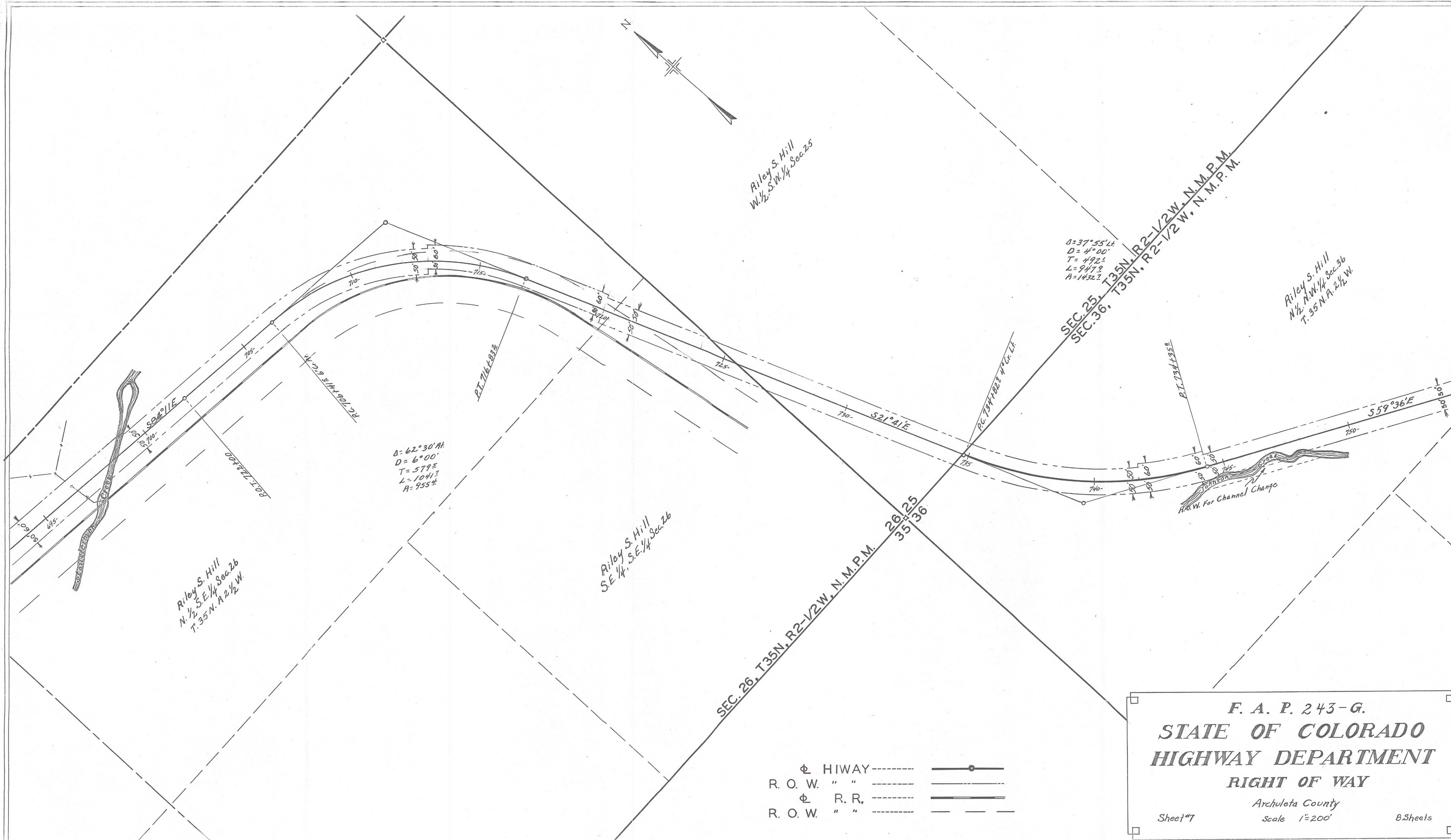
HIGHWAY DEPARTMENT

RIGHT OF WAY

Archuleta County

Sheet #6 Scale 1"=200' 8 Sheets

BY	DATE
Albert A. Holland	Sept. 1933
Plotted	June 1935
Alignment Checked	Colten H. Chapman
Rt. of Way Checked	"



Φ HIWAY -----
 R. O. W. " " -----
 Φ R. R. -----
 R. O. W. " " -----

F. A. P. 243-G.
STATE OF COLORADO
HIGHWAY DEPARTMENT
RIGHT OF WAY
 Archuleta County
 Sheet #7 Scale 1"=200' 8 Sheets

No. 32000

Right of Way for

W.H. Hurt et al

in

Yukon Territory

Know all Men by these Presents, That we, the undersigned, considering all the facts of case of
W.H. Hurt, deceased: John Hurt, Ruth Noble, Frie Hurt, Claude Hurt, Lucretia, Jerome
Landman, Margaret Landman, Horvick Albert, Frank Hurt and Oliver Hurt now or formerly of
County of Yukon Territory and State of Colorado in consideration of the sum of One Thousand Dollars,
in hand paid, the receipt whereof is hereby acknowledged, do hereby grant, bargain, sell and convey
with the Board of County Commissioners of the County of Yukon Territory and State of Colorado in full and
the following described Real Estate in Yukon Territory, State of Colorado, to-wit:

^{Reservation attached hereto.}
The Right of Way Required Preliminary County, T. 4 P. 2 & 3 S.
Through the Land of W.H. Hurt
Required, that portion (of a strip of Right of Way), which is not a part of the Right of Way of the
Denver and Rio Grande Western Railroad Company Branch, through the land of W.H. Hurt,
said Right of Way being 100 feet wide, lying 50 feet on each side of the following described
T. 4 P. 2 & 3 S. said land of W.H. Hurt being the $\frac{1}{2}$ of Sec. 10 and $\frac{1}{2}$ of Sec. 11, the part of the $\frac{1}{2}$ of
Sec. 11, all of Twp. 34 N., R. 3 W., T. 4 P. 2 & 3 S.

Beginning at a point on the west line of the Sec. 10 of Sec. 10 which point is approximately 638 ft south
the North West Corner of the Sec. 10 of said Sec. 10, thence by a 4° curve left for a distance of 888.5 ft
more or less, thence by tangent bearing $761^{\circ} 55'$ for a distance of approximately 2490.8 ft, thence by
2° curve right for a distance of approximately 650 ft, thence by tangent bearing $774^{\circ} 55'$ for a distance
approximately 224 ft, thence by a 2° curve left for a distance of 1247.5 ft more or less, thence by tan-
bearing $749^{\circ} 08'$ for a distance of 1675.6 ft, more or less, thence on a 6° curve right for a distance
of 160 feet to a point where the R.O.W. narrows to 80' lying 50 feet on the left and 30 feet on the right
of the centerline, thence continuing on the same curve a distance of 466 feet thence on tangent bear-
 $718^{\circ} 20'$ for a distance of 144.1 feet to Sta. 576+00 of the survey of which point the Right of Way nar-
rows to 100 feet lying 50 feet on each side of centerline. The remainder of the 100 foot width of R.O.W. is now
and must be obtained from the Denver and Rio Grande Western Railroad.

But all the portion of R.O.W. to be obtained from W.H. Hurt comprises a strip 75 feet wide
lying 50 feet on the left and 25 feet on the right of the centerline.

Thence continuing on the same tangent a distance of 935.5 feet, thence on a 5° curve left a
distance of 616.7 feet, thence on tangent bearing $767^{\circ} 50'$ for a distance of 549.0 feet to a point on
the west line of Sec. 11, Twp. 34 N., R. 3 W., T. 4 P. 2 & 3 S., which point is 108 feet more or less south of the
East Corner of the Section.

Also, two additional strips of land, each approximately 20 feet wide and 700 feet long, out-
above described Right of Way. One strip lying between Sta. 519 and Sta. 527, on the south
side of the centerline, in the $\frac{1}{2}$ of the Sec. 10 of Sec. 10. The other strip lying between station
541 on the south side of the centerline, in the $\frac{1}{2}$ of the Sec. 11 of Sec. 10. Both strips of
are for the purpose of changing the channel of Ktallatimna Creek.

Also see attached plat.

The above described portion of Right of Way comprises approximately 3.25 acres. The Right
of Way for channel change comprises approximately 0.964 acres.

It is to be understood that the above description for Right of Way is based upon the
information available, and the final determination of the Right of Way is to be the above
distance right and left of the centerline of the road as constructed. In witness whereof the

W.H. Hurt et al, Board of County Commissioners and its assigns forever.

State of Colorado }
 Archuleta County } SS

Ruth Noble
 Levi J. Hunt
 Frank J. Hunt
 Charles Hunt

Seal
 Seal
 Seal

On this 4th day of November A.D. 1935, before me, Frank J. Hunt, a County Clerk duly elected and qualified for and residing in said County, personally came Ruth Noble, Charles Hunt and Levi J. Hunt to me known to be the identical persons described in and who executed the foregoing conveyance and acknowledged this instrument to be their voluntary act and deed.

Witness my hand and official seal the day and year first above written.

State of Colorado }
 County of Rio Grande } SS On this 11th day of January, A.D. 1936, before me, Frank J. Hunt, a Notary Public duly commissioned and qualified for and residing in said County, personally came Frank J. Hunt, to me known to be the identical person described in and who executed the foregoing conveyance and acknowledged this instrument to be his voluntary act and deed.

Witness my hand and notarial seal the day and year first above written.
 Seal My commission expires July 31, 1937 Frank J. Hunt Notary Public

State of Kansas }
 County of Jefferson } SS On this 9th day of January, A.D. 1936, before me, C. D. Long, a Notary Public duly commissioned and qualified for and residing in said County, personally came Ruth Noble, to me known to be the identical person described in and who executed the foregoing conveyance and acknowledged this instrument to be her voluntary act and deed.

Witness my hand and notarial seal the day and year first above written.

State of Colorado }
 County of Rio Grande } SS On this 2nd day of January, A.D. 1936, before me, Mabel Lewis, a Notary Public duly commissioned and qualified for and residing in said County, personally came Levi J. Hunt, to me known to be the identical person described in and who executed the foregoing conveyance and acknowledged this instrument to be his voluntary act and deed.

Witness my hand and notarial seal the day and year first above written.

State of Colorado }
 County of El Paso } SS On this 2nd day of December, A.D. 1935, before me, Henry D. Berri, a Notary Public duly commissioned and qualified for and residing in said County, personally came Mabel Lewis, to me known to be the identical person described in and who executed the foregoing conveyance and acknowledged this instrument to be her voluntary act and deed.

Witness my hand and notarial seal the day and year first above written.

State of Oregon }
 County of Jackson } SS On this 2nd day of November, A.D. 1935, before me, W. H. Young, a Notary Public duly appointed and qualified for and residing in said County, personally came Margaret Garland, to me known to be the identical person described in and who executed the foregoing conveyance and acknowledged this instrument to be her voluntary act and deed.

Witness my hand and notarial seal the day and year first above written.

State of New Mexico }
 San Juan County } SS On this 6th day of November A.D. 1935, before me, Charley B. Hammond, a Notary Public

W. H. Young Notary Public for Oregon
 My Commission Expires Nov 7 1937

No 21811
 Right of Way Club
 Claude Hurt
 to
 Grantville County

From all Men by these Presents, that I, Claude Hurt of the County of Grantville and State of Colorado in consideration of the sum of Eight Hundred Dollars in hand paid to me the receipt whereof is hereby acknowledged, do hereby grant, bargain, sell and convey with the Deed of Land Commissioners of the County of Grantville and State of Colorado and its assigns, the following described Right of Way in Grantville County, State of Colorado, to-wit:

In, Right of Way Required Grantville County D. A. P. 2 12 5. Land of Claude Hurt
 Through portions of the N¹/₂ of the N¹/₂ of Sec. 12, and the W¹/₂ of Sec. 1 and through the S¹/₂ of Sec. 1, all of Twp 31 N. R 34 E. T. 40 S., being the Land of Claude Hurt

Required, a strip of land of variable width, being all that portion of a 100 foot strip of Right of Way, lying 50 feet on each side of the following described centerline of roadway, which lies outside of the Right of Way of the Baggage Springs and Rio Grande Southern Railroad. This R.R. Road is approximately 25 feet on the right of the centerline until further change is made.

Beginning at a point on the west line of Sec. 12, which point is approximately 108 feet south of north west corner of the said Sec. 12. Thence by tangent bearing N 67° 51' E for a distance of approximately 200 feet; thence by a 3rd curve right for a distance of 595.6 feet more or less; thence on tangent bearing N 54° E for a distance of approximately 87.5 feet; thence by a 2nd curve left for a distance of 67.5 feet. At this point the strip required from Claude Hurt comprises a strip approximately 25 feet in width between the left Right of Way line of the Highway and the 7th Right of Way line of the Railroad. Then continuing by said 6th curve left for a distance of 42.1 feet, thence on tangent bearing N 56° 52' E for a distance of 207.7 feet more or less, thence by an 8th curve right for a distance of approximately 494.6 feet; thence by tangent bearing S 83° 38' E for a distance of 90 feet more or less to a point on the East line of Sec. 1, at which point the strip of Right of Way required from Claude Hurt widens to approximately 75 feet, for 50 feet on the left and approximately 25 feet on the right of the centerline.

Then continuing by said 9th tangent for a distance of 155.2 feet more or less, thence by a 3rd curve left for a distance of 767.4 feet, thence by tangent bearing N 73° 25' E for a distance of approximately 483.2 feet; thence by a 4th curve left for a distance of 466.2 feet, thence on tangent bearing N 57° 09' E for a distance of approximately 9 feet to the beginning of said 2nd curve right. At this point the strip of Right of Way required from Claude Hurt widens uniformly on the right to the R.R. Right of Way line and from the Right of Way of the Highway. Thence by the 2nd curve right for a distance of 592.7 feet more or less to a point at which portion of Right of Way is 100 feet wide lying 50 feet on each side of the centerline of D. A. P. 2 12 5. Then continuing by said 2nd curve right for a distance of 208 feet more or less to a point on the east line of Sec. 1, approximately 100 feet north of the south east corner of the Section. To be attached to the

The above described portions of Right of Way comprise approximately 8.34 Acres.

It is to be understood that the above description of Right of Way is based upon the best information available and the final determination of the Right of Way is to be the above described centerline right and left of the centerline of the roadway as constructed.

In Witness Whereof I have hereunto set my hand and seal, this twenty seventh day of June A.D. 1935.

Signed, sealed and delivered in presence of
 State of Colorado
 Grantville County

Claude Hurt

Deed

On this 27th day of June A.D. 1935, before me, Clerk of Grantville County, appeared Claude Hurt and

for and acting in said County, personally came Claude Hurt to me through the said Clerk of said County and after reading the foregoing instrument to him, and explaining to him the nature and effect of the same, he acknowledged the execution of the same to me.

No. 31864
 Right of Way Deal
 R. N. Snow
 & N. O. Kelley
 to
 Archuleta County

Know all Men by these Presents, that R. N. Snow of the County of Archuleta and State of Colorado in consideration of the sum of Five Hundred -- Dollars, in hand paid, the receipt whereof is hereby acknowledged, do hereby grant, bargain, sell and convey unto the Board of County Commissioners of the County of Archuleta and State of Colorado and its assigns, the following described Real Estate situated in the County State of Colorado, to-wit: Recitation attached hereto

Right of Way Required Archuleta County Twp. 24S. 2E. 3E. Lands of R. N. Snow
 Through Lot II of Sec. 27 and through the NW 1/4 of Sec. 26 all of Twp. 24S. 2E. 3E. of R. N. Snow.

Required a strip of land 100 ft. wide lying 50 ft. on each side of the following described center line of said Sec. 27, thence by a 2 curve right for a distance of 764.6 ft. more or less, thence by tangent bearing S 83° 1' E. for a distance of 187.4 ft., more or less, to a point on the east line of Lot II, Sec. 27, thence by the right of way widening to 110 ft. lying 60 ft. on the left and 50 ft. on the right in all of the centerline, thence continuing by said tangent bearing S 83° 1' E. for a distance of 723 ft. more or less, thence by a 6 curve right for a distance of 438 ft. more or less, to a point on the east line of the NW 1/4 of Sec. 26, which point is 505 ft. more or less north of the S. E. corner of the NW 1/4 of Sec. 26. All as per attached plat.

The above described strip of land comprises 5.67 acres more or less.

It is to be understood that the above description of Right of Way is based on the best available information. But the final determination of this Right of Way shall be the above described distance right and left of the centerline of Twp. 24S. 2E. 3E. as contained. To have and to hold the same unto the said Board of County Commissioners and its assigns forever.

In Witness Whereof, I have hereunto set my hand and seal, this 3rd day of October 1935.

N. O. Kelley (Real)
 R. N. Snow (Real)

State of Colorado, } ss
 Archuleta County, }

On this 9th day of November A.D. 1935, before me, Philip R. Jensen, a County Clerk duly elected and qualified for and acting for said County, personally came R. N. Snow and N. O. Kelley to me known to be the identical persons described in and who executed the foregoing instrument as grantors, and acknowledged that instrument to be their voluntary act and deed.

Witness My hand and official seal this day and year last above written.

(Real) Philip R. Jensen
 County Clerk

Filed for record Nov. 25, 1935 at 9:10 o'clock P. M.

Philip R. Jensen
 Recorder

No. 31763
 Right of Way Recd
 Riley S. Hill
 to
 Guelph County

Know all Men by these Presents, that Riley S. Hill of the County of Guelph in the State of Ontario in consideration of the sum of Seven Hundred --- Dollars, in hand paid, the receipt whereof is hereby acknowledged, do hereby grant, bargain, sell and convey unto the County of Guelph in the County of Guelph and State of Ontario and its assigns, the following described Real Estate in Guelph County, State of Ontario, to wit: Description attached hereto.

In Exchange Right of Way Required Guelph County T. 40. 2 & 3. S. Lands of Riley S. Hill.

Required: - Grant of Right of Way of more or less width, to be obtained from Riley S. Hill, during the term of years therein expressed, for the use of the County of Guelph, in the County of Guelph and State of Ontario, as follows:

Beginning at a point on the west line of the 4th of the 35th, (T. 40. 2 & 3. S. 35th), a distance of 10 feet north of and 22.50 feet west of the northwest corner of the Section 35th. The Right of Way is 60 feet wide at this point being 60 feet on the right side and 60 feet on the left. ~~But~~ Only that portion of the Right of Way between 10 feet and 60 feet to be obtained from the Hill as the remainder is obtained from the Hill as aforesaid. Thence continuing on tangent bearing N. 11° E., (the distance to be obtained from the Hill as aforesaid), a distance of 100 feet at which point the Right of Way to be obtained from Mr. Hill is 60 feet wide being 30 feet between the centerline of the Highway and the centerline of the Right of Way. Thence continuing on the same tangent at a distance of 876.9 feet to a point 100 feet which point the Right of Way narrows to 100 feet being 50 feet on each side of the centerline, the portion to be obtained from Mr. Hill being the 50 feet width on the left line of the centerline, then continuing on the same tangent a distance of 684.5 feet, thence on a curve to the right, the Right of Way to be obtained from Mr. Hill narrows uniformly as we continue on the curve, due to the convergence of the Highway and Rail Road, at a distance of 658.5 feet to a point where the Rail Road Right of Way is 10 feet wide, between the left Right of Way line and the Railroad Right of Way. At this point the Right of Way changes to a width of 90 feet being 60 feet on the left and 30 feet on the right of the centerline, the portion to be obtained from Mr. Hill, 20 feet wide, thence continuing on the same curve a distance of 382.2 feet, the strip continuing to narrow uniformly until the end of the 382.2 feet the Right of Way for the Highway lies wholly within the Right of Way of the Railroad. Thence on tangent bearing N. 11° E. a distance of 316.8 feet, the strip of Right of Way to be obtained from Mr. Hill widens uniformly, due to the divergence of the Right of Way of the Rail Road and the Highway, until a distance of 316.8 feet the strip is 30 feet wide. The strip to be obtained from Mr. Hill, (due to a change in the Right of Way at this point, from 90 feet to 100 feet, from 60 feet on the left and 30 feet on the right to 50 feet on each side), narrows to 20 feet, thence continuing on the same tangent a distance of 400 feet to a point where the Right of Way to be obtained from Mr. Hill occupies the full 100 feet in width of the Highway Right of Way. Thence continuing on the same tangent, the Right of Way being 100 feet wide being 50 feet on each side of the centerline, for a distance of 1077.9 feet thence on a curve left, a distance of 662.1 feet to a point where the Right of Way widens to 110 feet being 60 feet on the left and 50 feet on the right of the centerline, thence continuing on the same curve a distance of 275.8 feet to the end of the curve where the Right of Way again narrows to 100 feet being 50 feet on each side of the centerline, thence on tangent bearing N. 59° 36' E. for a distance of 1741 feet to a point on the south line of the 7th of the 36th, a distance of 1320 feet from the end of the 1741 feet east of the northwest corner of Sec. 36, T. 40. 2 & 3. S. 36th, N. 11° E.

the above described Right of Way contains 10.95 ac. of which 0.31 ac. is for the channel change.

It is to be understood that the above description of Right of Way is based on the best available information obtainable. But the final determination of this Right of Way shall be the above described distance right and left of the centerline of F.R. 283-2 as constructed.

We have and do hold this same with the said The Board of County Commissioners and its assigns forever.

In Witness Whereof I have hereunto set my hand and seal, this 5th day of October A.D. 1955

Philip A. Filson (Seal)

State of Colorado, } ss.
Fremont County.

On this 5th day November A.D. 1955, before me, Philip A. Filson, a County Clerk duly elected and qualified for said office in said County, to me known to be the identical person described in and who executed the foregoing conveyance as grantor, and acknowledge to be his voluntary act and deed.

Witness My hand and official seal the day and year last above written.

(Seal)

Philip A. Filson

County Clerk

Filed for record Nov. 25, 1955 at 9:05 o'clock A.M.

Philip A. Filson

Recorder

COLORADO

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 243 G STATE HIGHWAY NO. 10 ARCHULETA COUNTY

INDEX OF SHEETS

- SHEET NO. 1- TITLE SHEET
- 2- TYPICAL SECTION & SUMMARY
- 3-4- LIST OF STRUCTURES
- 5-8- BRIDGE DETAILS, STA. 698+
- 9- METAL FLUME DETAILS, STA. 677+
- 10- STAND. SUPERELEVATION SHEET
- 11- ROAD APPROACHES
- 12- STRUCTURE LETTERING
- 13- WIRE CABLE GUARD FENCE
- 14- FENCE & MARKERS
- 15- CONC. BOX CULVERTS
- 16- C.M.P. SIPHON
- 17-30- PLAN & PROFILE SHEETS
- 31-135- CROSS SECTIONS

- M-1-A
- M-2-B
- M-10-A
- M-20-G
- M-24-FX
- M-104-D
- M-123-A

CONVENTIONAL SIGNS

- CENTER LINE OF SURVEY 550
- RIGHT OF WAY LINES
- SECTION LINES
- ONE QUARTER SECTION LINES
- TOWNSHIP LINES
- RAILROADS
- BARBED WIRE FENCE
- COMBINATION
- GUARD FENCE
- POLE LINES

SCALES

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 41,233.2 FT. = 7.809 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:
J. R. Cheney, Division Engineer, Durango
J. E. Casey, Resident

RECOMMENDED FOR APPROVAL
9/9/35
J. R. Cheney
ASSISTANT ENGINEER

APPROVED
Chas. D. Weil
STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DIST. ENG. BUREAU PUBLIC ROADS

RECOMMENDED FOR APPROVAL

CHIEF ENG. BUREAU PUBLIC ROADS

APPROVED

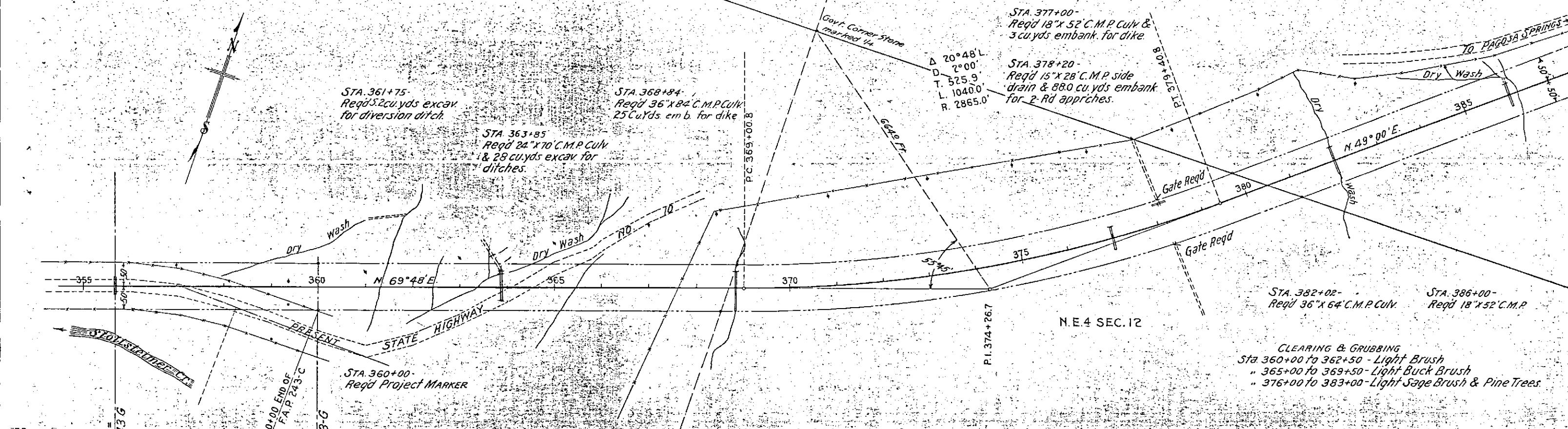
DIRECTOR BUREAU PUBLIC ROADS

N.W. 4 SEC. 12, T. 34 N. UTE, R. 4 W. N.M.P.M.

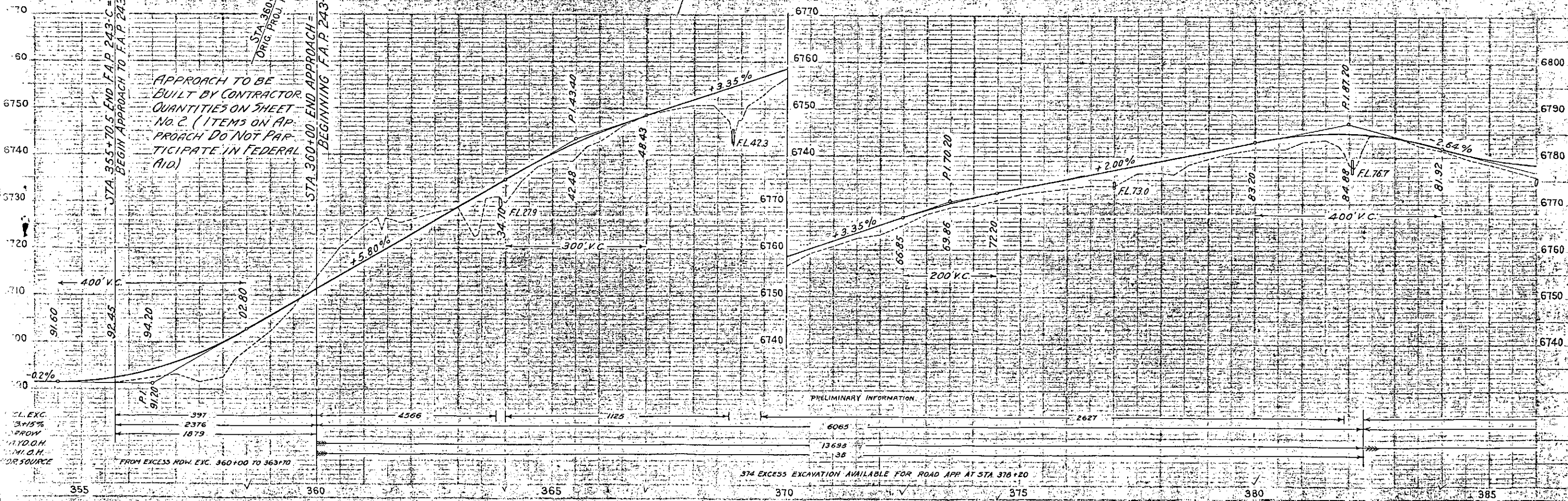
E. 1/2 SEC. 1, T. 34 N. UTE, R. 4 W. N.M.P.M.

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	243 G	17	

Rev. 9-24-35. Rev as Constructed 11-17-36 H.



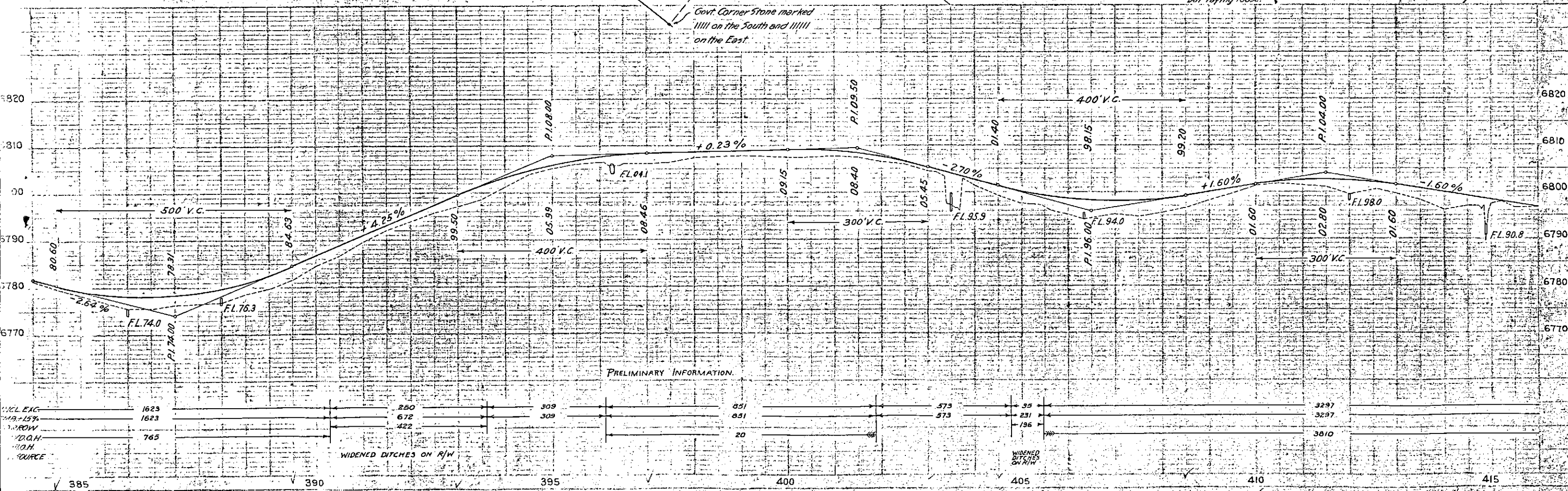
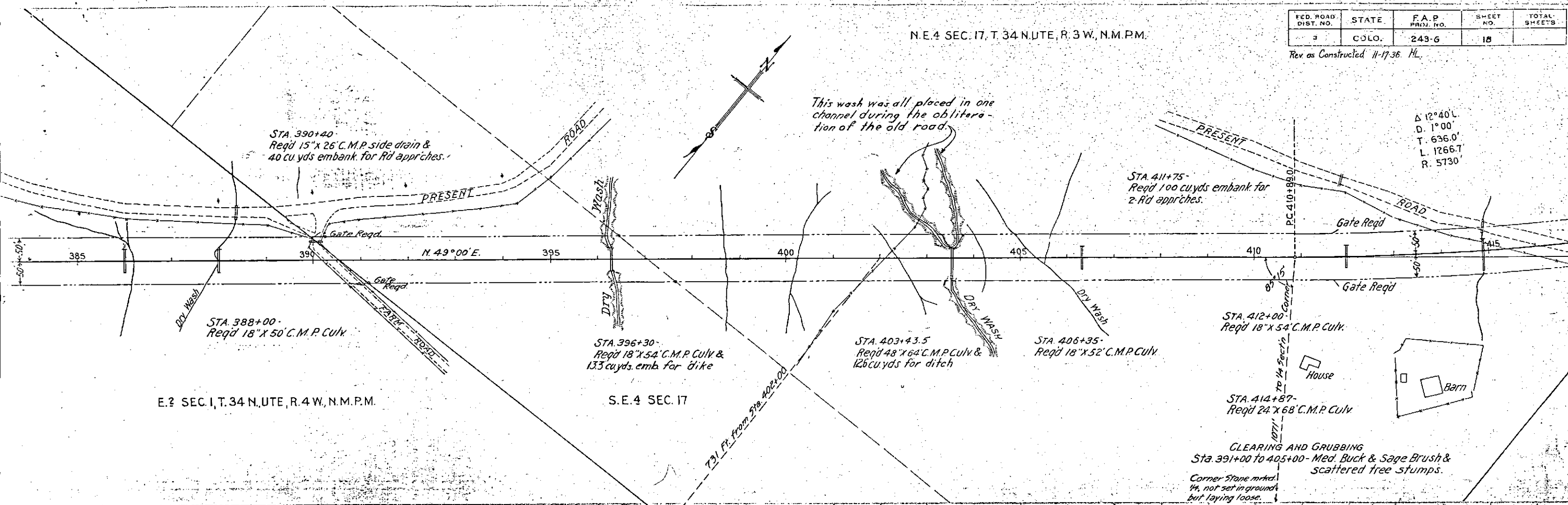
CLEARING & GRUBBING
Sta 360+00 to 362+50 - Light Brush
" 365+00 to 369+50 - Light Buck Brush
" 376+00 to 383+00 - Light Sage Brush & Pine Trees.



N.E. 4 SEC. 17, T. 34 N. UTE, R. 3 W., N.M.P.M.

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	243-6	18	

Rev as Constructed 11-17-36. HL



Rev. as Constructed 11-17-36: H.L.

$\Delta 12^{\circ}40' L$
 $D. 1^{\circ}00'$
 $T. 636.0'$
 $L. 1266.7'$
 $R. 5730'$

Section Corner marked
llll on South and llll
on East.

STA. 423+55-
Remove & replace grave & fence.

STA. 435+70 -
Reqd
60 cu. yds embank. for 2-road
approches.

appr'ch excav. on left = 25 Cu. Yds.

STA. 436+60:-
Req'd 24" x 50' C.M.P. Culv. &
24 cu. yds excav. for divers-
ion ditch.

STA. 440+00-
Req'd 18"x54" C.M.P. Culv. &
8.1 cu. yds excav. for ditch.

STA. 420+80-
Reqd 18"x54" C.M.P. Culv.&
Remove old C.M.P.

STA. 426+00-
Req'd 24' x 54' C.M.P. Culv.

STA. 418+75-
Reqd 900 cu.yds embank.,
for Rd apprch on right.

STA. 422+50-
Req'd 18" X 60' C.M.P. CULV. &

STA. 430+50.
Req'd 18" x 56' C.M.P. Culv.

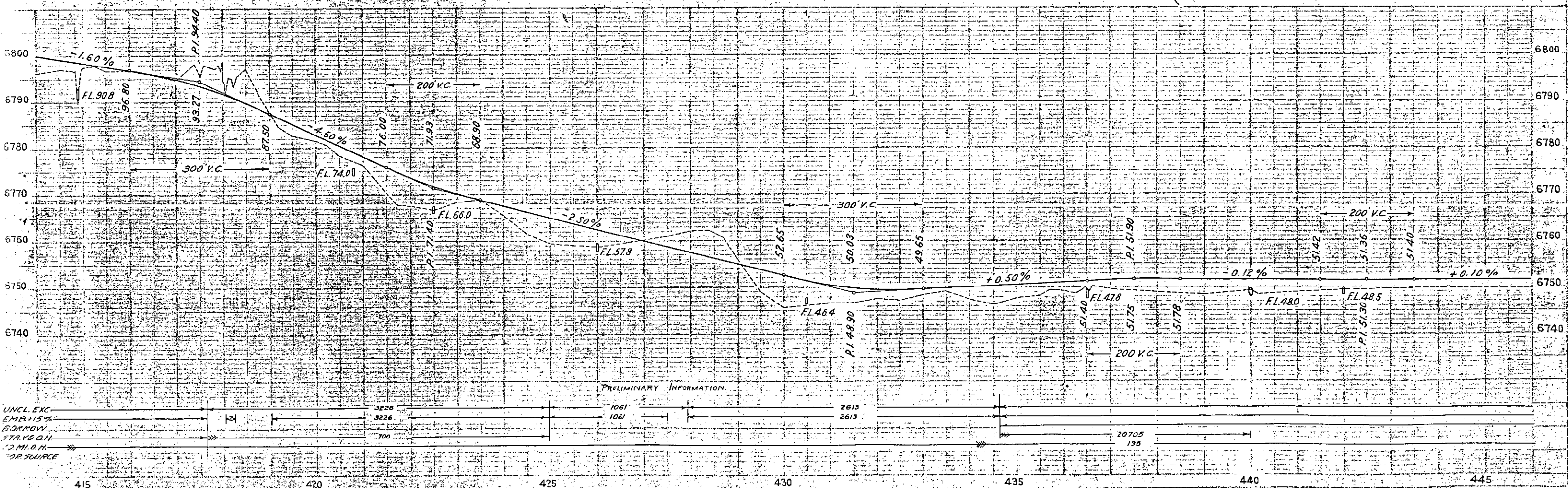
STA. 436+90.
Remove Frame Shed

PC 424

CLEARING AND GRUBBING
STA. 417+50 to 419+50- Light Brush & Stumps
" 421+00 to 431+00- Weeds

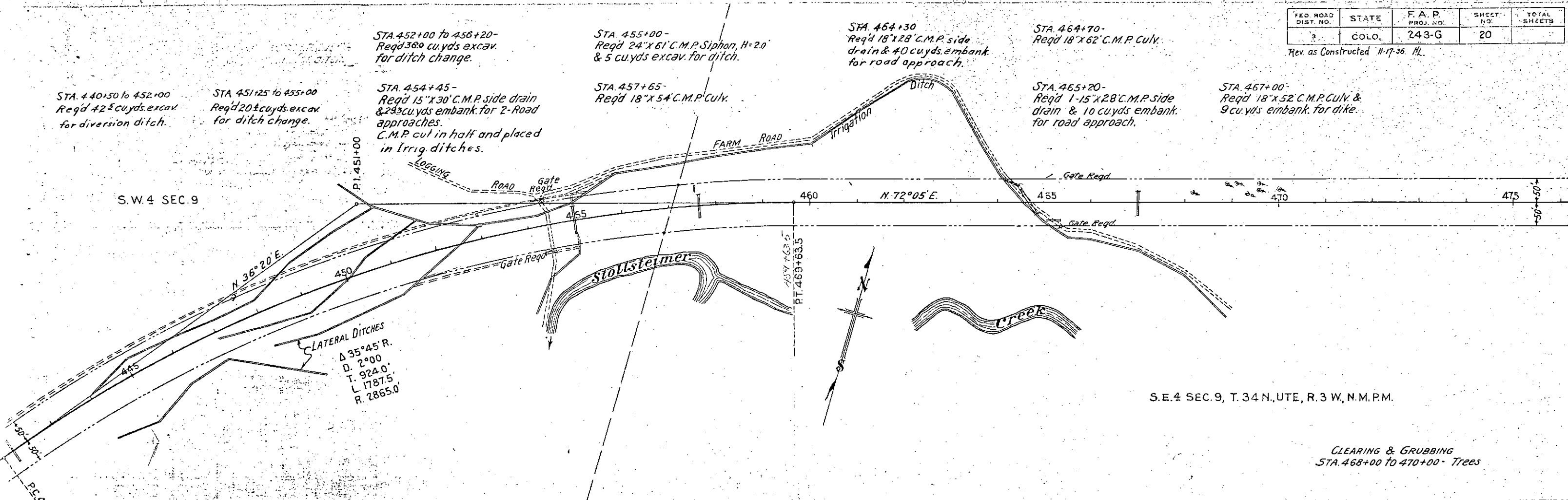
N.W. 4 SEC. 16, T. 34 N. UTE, R. 3 W., N.M.P.M.

S.W.4 SEC. 9



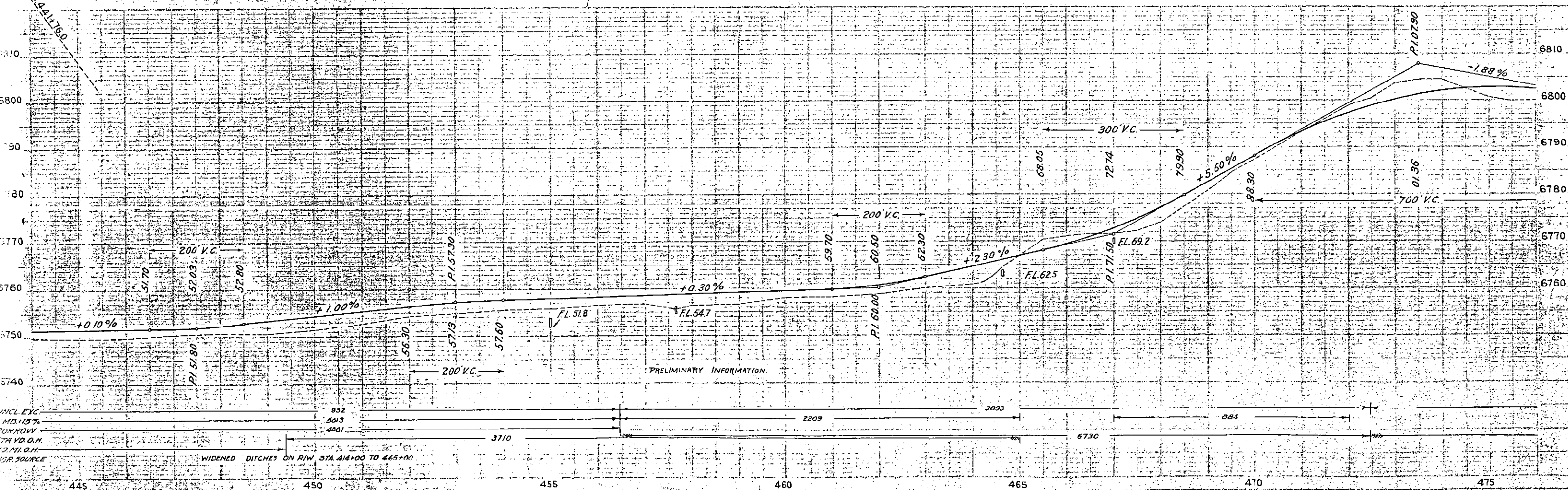
FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	243-G	20	

Rev. as Constructed 11-17-36. H.L.



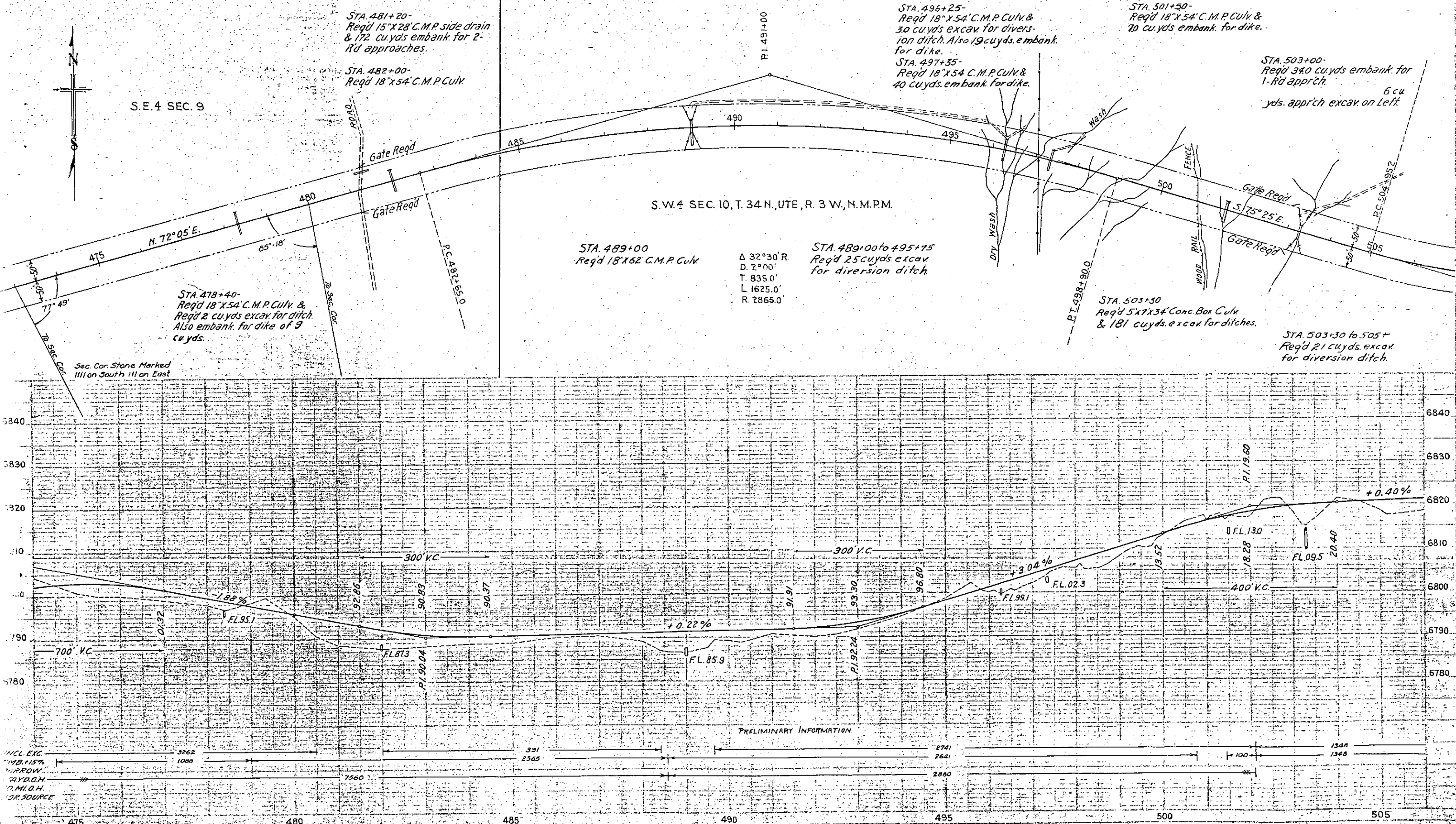
S.E. 4 SEC. 9, T. 34 N. UTE, R. 3 W, N.M.P.M.

CLEARING & GRUBBING
STA. 468+00 to 470+00 - Trees



FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	243-G	21	

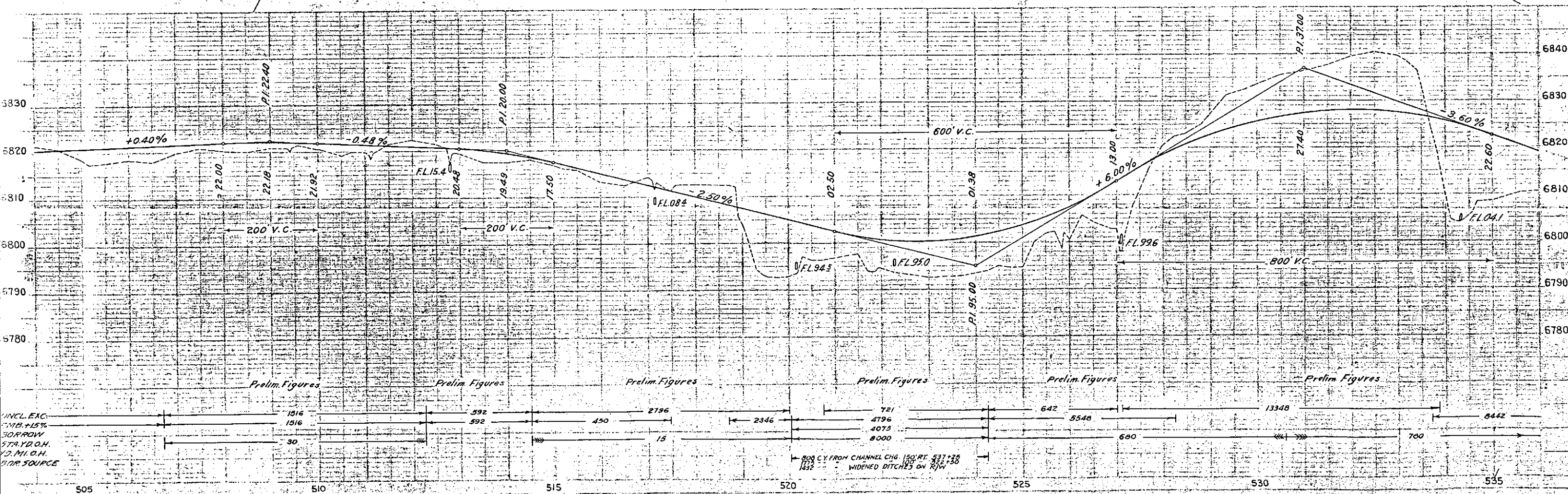
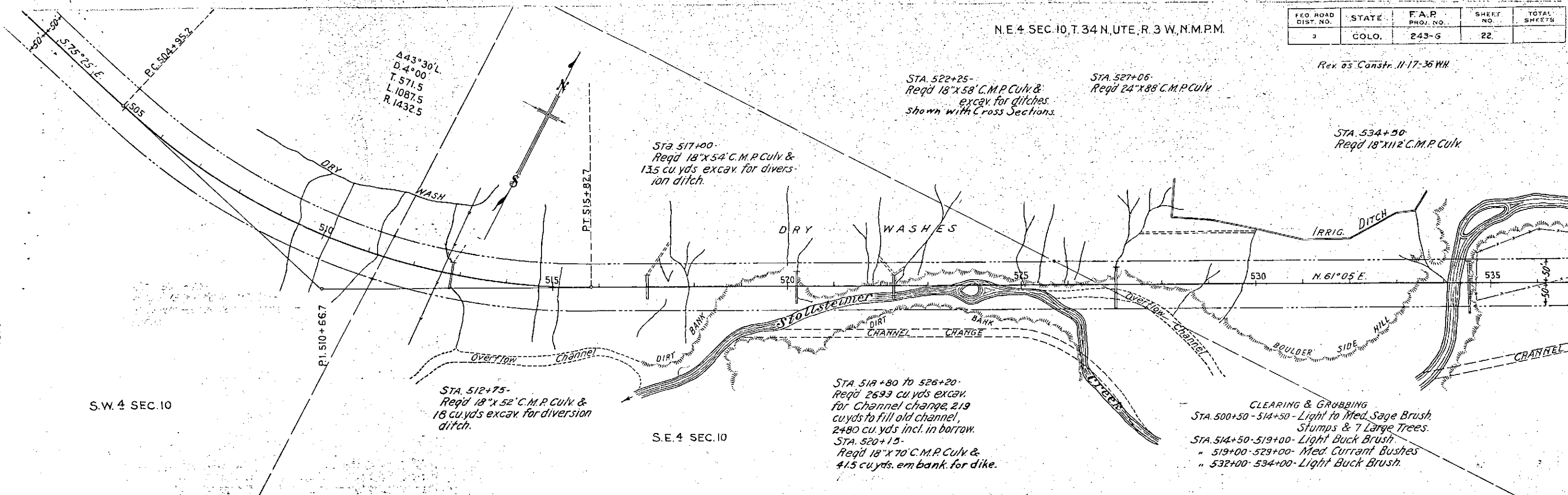
Revised Constructed 11-17-35. H.L.



N.E. 4 SEC. 10, T. 34 N, UTE. R. 3 W, N.M.P.M.

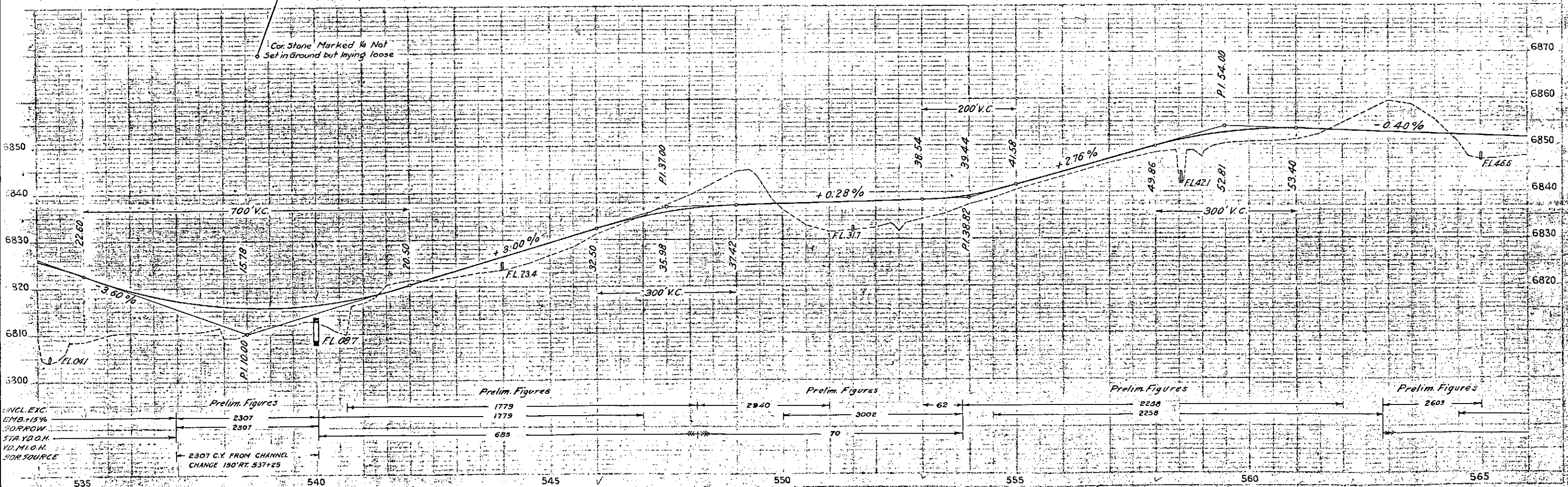
FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	243-6	22	

Rev. 85 Constr. 11-17-36 WH

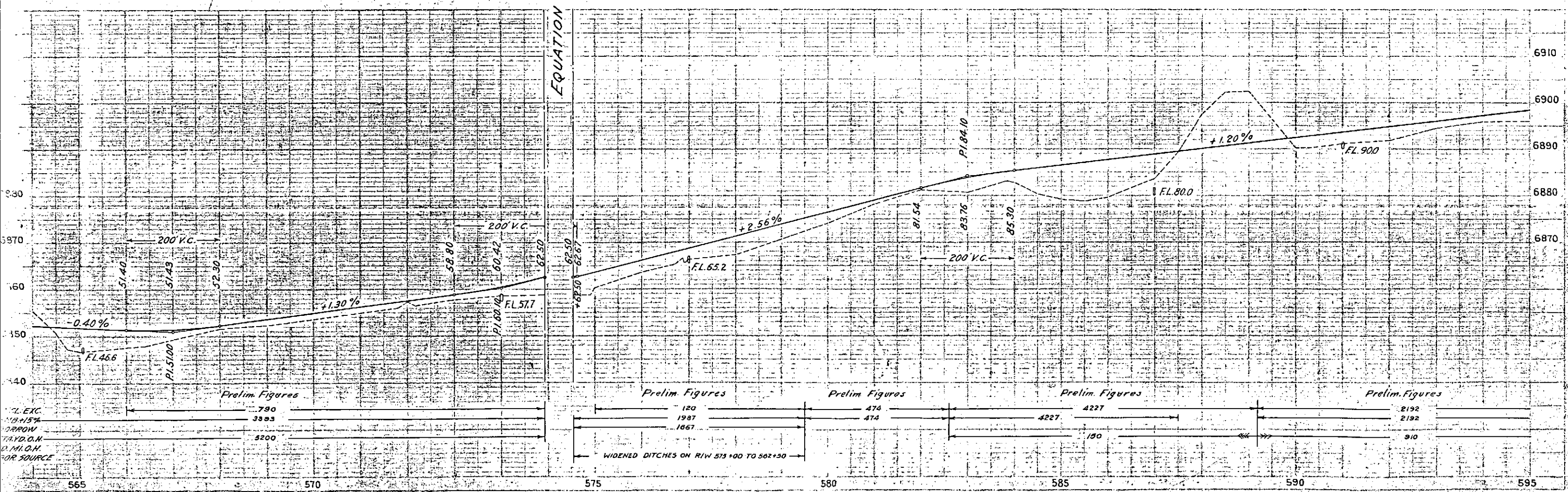
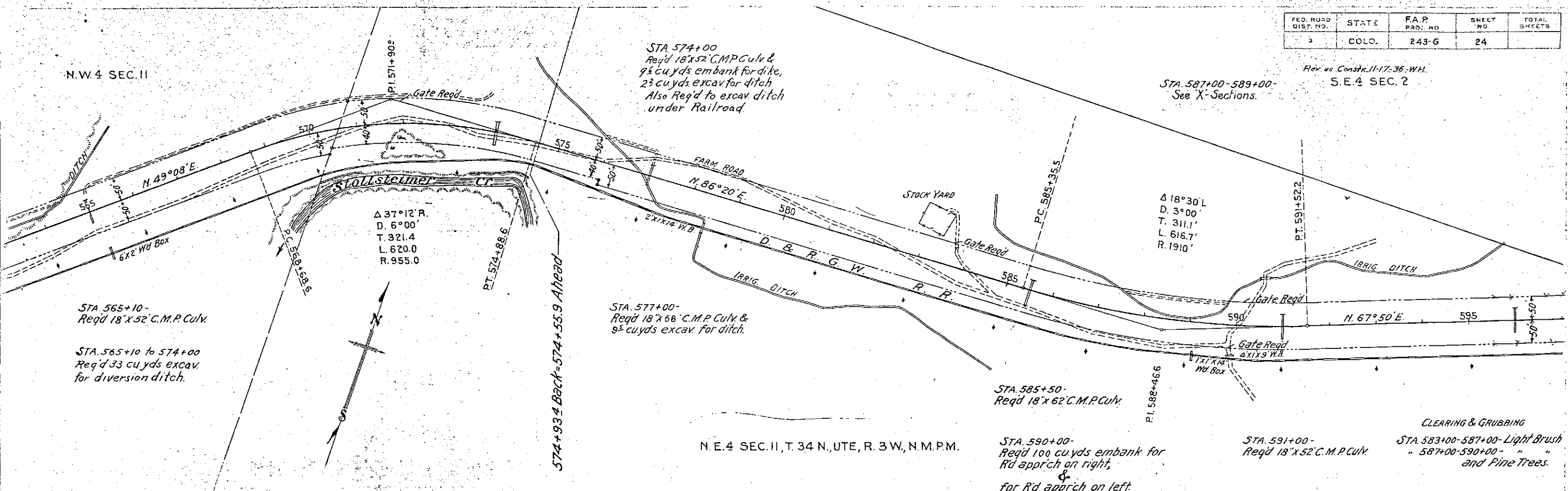


N.W. 4 SEC. 11, T. 34 N., UTE, R. 3 W., N. M. P. M.

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
0	COLO.	243-G	23	



FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	243-G	24	



S.E. 4 SEC. 2

S.W. 4 SEC. 1, T. 34 N, UTE, R. 3 W, N.M.P.M.

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	243-G	25	

STA. 596+00-
Reqd 18"x52' C.M.P. Culv.

STA. 610+65-
Reqd 24.5 cu yds embank
for Road approach.

STA. 622+30
Reqd 36"x68' C.M.P. Culv &
45 cu yds excav for ditches.

Per as Constr. 11-17-35, W.H.
STA. 619+20
Reqd 18"x66' C.M.P. Culv

STA. 610+85-
Reqd 18"x62' C.M.P. Culv

$\Delta 28^{\circ}50' L$
 $D. 6^{\circ}00'$
 $T. 245.5$
 $L. 480.6$
 $R. 955$

PI. 620+78.4

21
11/12

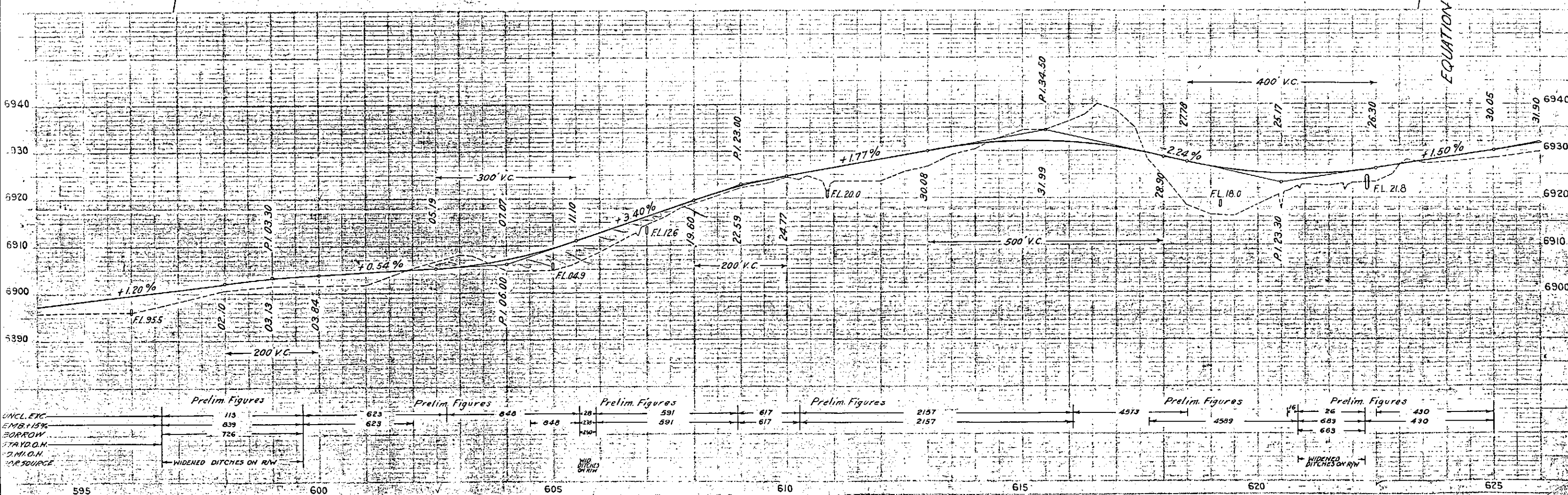
N.E. 4 SEC. 11

N.W. 4 SEC. 12

STA. 605+00-
Reqd 18"x54' C.M.P. Culv &
13.5 cu yds embank for dyke.

STA. 607+00-
Reqd 18"x56' C.M.P. Culv &
excav for ditch.
(Shown in X sections)

CLEARING & GRUBBING
STA. 610+00-620+00- Med. to Heavy Haw Brush, Stumps.
" 620+00-622+00- Willow Brush & Cottonwood Trees.



UNCLE EXC	EMB + 15%	BORROW	STAY D.O.M.	2. M.I.O.H.	OR SOURCE
113	639	726			
623	623				
648	648				
591	591				
617	617				
2157	2157				
4573	4573				
4589	4589				
26	683	663	430	430	

S.E. 4 SEC. 1, T. 34 N, UTE, R. 3 W, N.M.P.M.

FED. ROAD DIST. NO.	STATE	F.A.R. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	243-G	26	

STA. 628+00
Regd 18"x52 C.M.P. Culv &
18 cu.yds excav. for ditch.

STA. 630+00 to 631+50-
Remove and rebuild shed
log house, log barn & pole fence.

STA. 644+00-
Regd 18"x54 C.M.P. Culv.

Sta. 632+30-
Regd 2.8 cu.yds embank for
Road approach.

As Constructed.
Δ = 11°32' L.
D = 4°00'
T = 144.6'
L = 288.3'
R = 1432.5'

STA. 632+50-
Regd 18"x60 C.M.P. Culv.

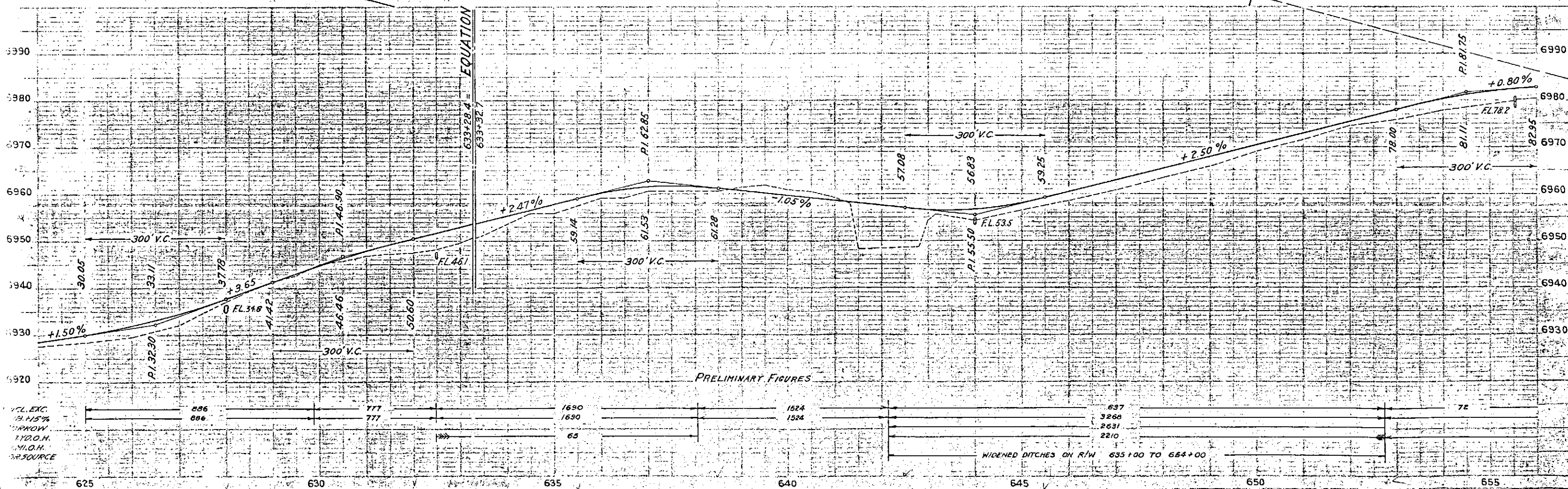
As Planned
Δ 16°15' L.
D 4°00'
T 204.5'
L 406.3'
R 1432.5'

As Constructed.
Δ 28°39' R.
D 2°00'
T 731.6'
L 1432.5'
R 2865.0'

As Planned
Δ 33°22' R.
D 2°00'
T 858.7'
L 1668.3'
R 2865.0'

LOT II, SEC. 27, T. 35 N, R. 2½ W.

CLEARING & GRUBBING
STA. 628+00-640+50- Debris & Trees
• 640+00-643+00- Heavy Brush & Grass.
• 643+00-651+00- Light Brush



LOT II, SEC. 27, T. 35 N, UTE,
R. 2 1/2 W, N.M.P.M.

STA. 655+55
Reqd 18"x48" C.M.P. Culv. &
9 cu.yds. embank. for dike.

STA. 662+20-
Reqd 15"x26" C.M.P. side drain &
650 cu.yds embank. for 2-Rd apprs.
Part of embank. on Rt. to be obtain-
ed from Rd apprch excav. on Lt.

STA. 662+60-
Reqd 30"x66" C.M.P. Culv.

STA. 669+00-
Reqd 18"x60" C.M.P. Culv.

STA. 672+50 to 674+50-
Reqd 584 cu.yds. excav. for
ditch channel change.

STA. 671+00 to 672+00
Reqd 18"x82" C.M.P. Culv.
in Irrig ditch & 5 cu.yds
excav. for diversion.

STA. 674+75-
Reqd 18"x64" C.M.P. Culv.

STA. 675+81-
Reqd 18"x116" C.M.P. Culv.
See flume details for Rd wall.

STA. 677+00 to 679+60-
Reqd metal flume as per
details on Sheet No. 9

STA. 679+00
Reqd 18"x48" C.M.P. Culv.

STA. 680+80 to 684+00-
Remove 4 wood Bldgs &
Lumber pile.

STA. 681+50
Reqd 15"x26" C.M.P. side drain
& 550 cu.yds embank. for 2
Road approaches.

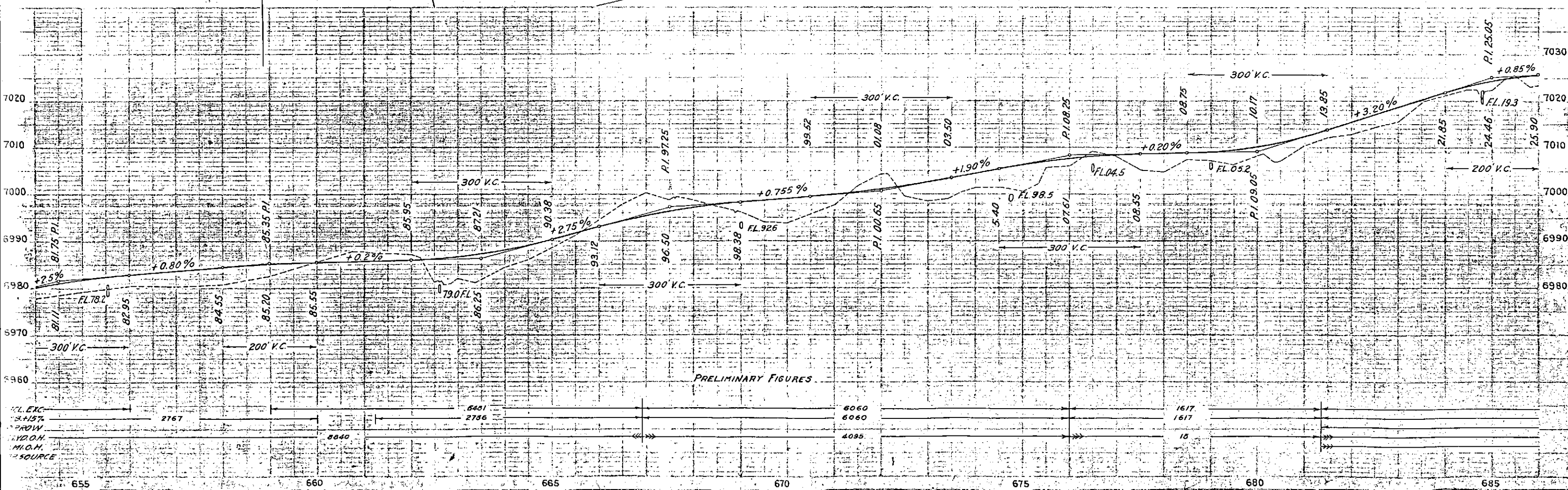
Δ 38°06' L
D 4°00'
T 494.7
L 952.5
R 1432.5

N.W. 4 SEC. 26, T. 35 N, UTE, R. 2 1/2 W, N.M.P.M.

S.W. 4 SEC. 26

CLEARING & GRUBBING
STA. 662+00-675+00-Oak, Haw & Willow Brush; 20 Trees
" 675+00-691+00- " " 65 "
Also Saw Mill Stumps & Debris.

STA. 684+80-
Reqd 36"x68" C.M.P. Culv. &
25 cu.yds. excav. for ditch.
Shown in Cross Sections.
STA. 684+40-684+90-
Remove Rock retaining wall.



N.W.4 SEC.26

N.E.4 SEC. 26, T.35 N, UTE, R. 2 1/2 W, N.M.P.M.

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS.
3	COLO.	249-G	28	

Rev as Constructed 11-17-36 H.

STA. 687+18-
Reqd 36"x62" C.M.P. Culv &
10 cu yds excav. for ditch.

STA. 689+40-
Reqd 36"x60" C.M.P. Culv.

STA. 696+00-
Reqd 30"x62" C.M.P. Culv &
28 cu yds excav. for ditch.
111 cu yds embank. for dike.

STA. 692+00-
Reqd 24"x56" C.M.P. Culv.

STA. 709+85-
Reqd 75 cu yds embank. for
2-Rd approaches.

STA. 710+00-
Reqd 18"x58" C.M.P. Culv.

STA. 711+63
Reqd 18"x80" C.M.P. Culv &
12 cu yds excav. for ditch.

Δ 38°06' L.
D 4°00'
T 494.7
L 952.5
R 1432.5

P.T. 688+531

26

NUTRIA

S.E.4 SEC. 26

S.W.4 SEC. 26

Δ 62°30' R.
D 6°00'
T 579.5
L 1041.7
R 955'

CLEARING & GRUBBING
STA. 691+00-696+00- Oak Brush & 40 Trees.
" 696+00-702+00- Oak & Willow Brush.

STA. 698+12.75 to 699+17.25-
Reqd Bridge on skew, as
per details on Sheet Nos 5-8

BRIDGE NOTES-STRUCTURE NO. P-8-A-STA. 698+12.75 TO STA. 699+17.25

PRESENT STRUCTURE
On New Alignment

STREAM DATA

Drainage Area in Square Miles - 42

Velocity during High Water -

Elevation of:

Maximum High Water -

Normal Stage -

Drift

Scour

PROPOSED STRUCTURE

Span - 2@32' & 1@36'

Clear Roadway - 25'

Clear Waterway - 670'

Type of Superstructure - Concrete & Steel I Beam

Continuous

Type of Substructure - Concrete Cantilever, Open

Piers & Legs

Detour Structure - None

R.R. Siding - NUTRIA - Haul to Bridge Site - 300 ft.

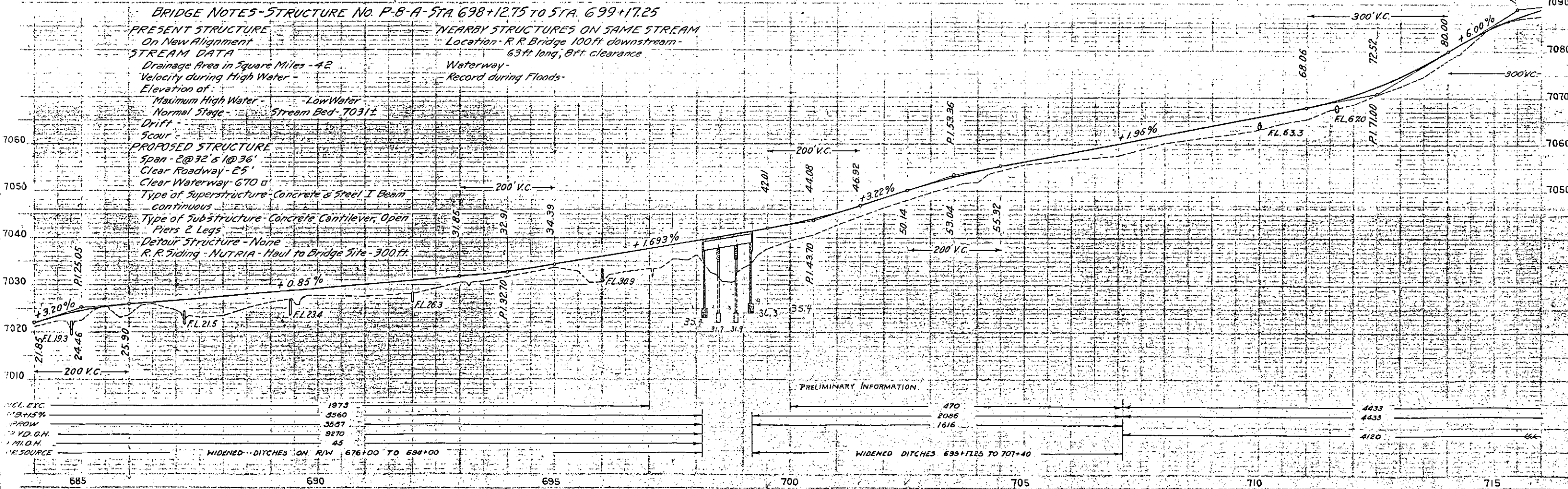
NEARBY STRUCTURES ON SAME STREAM

Location - R.R. Bridge 100 ft. downstream -

63 ft long, 8 ft clearance

Waterway -

Record during Floods -



	1973
W.C. EXC.	5560
PROW	3567
VD. O.H.	9270
MI. O.H.	45
OR SOURCE	

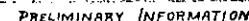
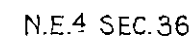
WIDENED DITCHES ON R/W 676+00 TO 698+00

PRELIMINARY INFORMATION

WIDENED DITCHES 699+12.25 TO 701+40

470	4433
2086	4433
1616	4120

Rev. as Constructed 11-17-36



VCL. EXC. -
EMB. +15% -
BORROW -
STAY D.O.H. -
D.M.I.O.H.
FOR SOURCE

EMBANKMENT, SEE TO BE CLASSIFIED WITH PAVING
Excavation.

These quantities are to be staked as part of the original excavation at locations indicated on the plans. Slope stakes beyond the limits of the Typical Section, as shown, are subject to change by the Engineer to fit Embankment requirements actually met in construction.

The entire Project is to be cleared 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. Notes on the plans indicate the character and approximate location of Clearing & Grubbing required.

All curves are to be superelevated and widened as provided by the Standard sheet included with the plans.

All poles encroaching on construction are to be removed by the owners.

Unless otherwise noted, the inlet ends of all C.M.P. Culverts are to be protected by dry rubble slope paving, 1-ft. thick, placed about the end of the pipe.

The Detour for this Project is to be over the present road. The Contractor shall maintain in safe condition and at his own expense all temporary approaches to and crossings of intersecting roads.

R.O.W. MARKERS

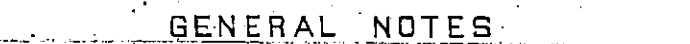
STATION	SIDE	No.		STATION	SIDE	No.		STATION	SIDE	No.
360+00	R&L	2		527+66	R	1		690+20	R	1
368+50	R&L	2	607	540+44	R	1		698+25	L	1
			608	541+00	L	1		700+00	L	1
379+88	L	1	609	570+32	R	1		713+00	L&R	4
380+08	R	1		570+40	R	1		720+00	" "	4
389+99	L	1		570+90	L	1		724+31	L	1
391+20	R	1		576+00	R	2		727+00	R	1
396+45	L	1		596+82	R	1		734+60	R	1
397+65	R	1	610	597+22.1	L	1		735+00	L	1
418+52	R	1	611	598+80	L	1		741+75	L	2
419+80	L	1		608+45	R	1		744+35	L	2
433+95	L	1		624+00	L	1		760+00	L	2
434+75	R	1		624+13	R	1		762+75	L	2
456+87	R	1		651+40	R	1		763+12	R	1
457+27	L	1		651+61	L	1		772+00	R&L	2
484+42	R	1		660+90	R	1				
484+71	L	1		660+90	L	2				
511+25	R	1		681+82	R	1				
511+39	L	1		683+73	L	1				
525+68	L	1		690+09	L	1		TOTALS		69

390+20
390+14-4
390+55
390+79
390+76-4
402+10
411+75
411+82-4
411+82-4
413+80-4
418+75
418+89-4
434+30
435+75-
435+75-
436+40-
439+30-
454+45
454+52-
465+20
465+27-
481+20
481+27-
497+08
501+85
503+00
503+07-
503+07-
512+60
534+70-
537+03
537+10
537+32-
537+40-
541+00-
543+00
543+05-
543+07-
544+37-
546+00
546+07
561+50

601
600
602
603
604
606

FED. ROAD DIST. NO.	STATE	FED. RD DIST. NO.	SHEET NO.
1	GA	2436	2

REV. 9-24-35
" 10-28-35
REV. AS CONST. 11-7-36



FENCING REQUIREMENTS

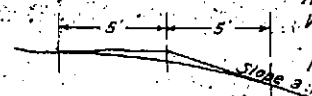
R.O.W. MARKERS

STATIONS.	SIDE	REMOVE FENCE	BUILD FENCE B. WIRE	COMBIN.	GATES B.W. DR.
355+70.5-360+00	X	480			
355+70.5-360+00	R.&L		859		
360+00 - 378+13	R.&L		3626		
367+65-	X	110			
378+20	R.&L				2
378+27-390+00	L		1173		
378+27-390+72	R		1246		
390+07	L				1
390+20	X	145			
390+14-411+68	L		2154		
390+55	X	140			
390+79	R				1
390+75-411+68	R		2082		
402+10	X	140			
411+75	R.&L				2
411+82-418+61	R		679		
411+82-433+83	L		2201		
413+80-422+50	X	930			
418+75	R				1
418+89-434+75	R		1586		
434+130	X	130			
435+75-436+40	X	120			
435+75-454+38	L		1863		
438+40-454+38	R		1798		
439+30-440+60	X	160			
454+45	R.&L				2
454+52-465+13	R.&L		2122		
465+20	R.&L				2
465+27-481+13	R.&L		3172		
481+20	R.&L				2
481+27-502+93	R.&L		4332		
497+08	X	105			
501+83	X	110			
503+00	R.&L				2
503+07-536+96	R		3380		
503+07-537+32	L		3416		
512+60	X	105			
534+70-537+30	R.&X	380			
537+03	R				1
537+10	R			70	
537+32-542+93	L			561	
537+40-543+05	R			625	
541+00-544+30	X	445			
543+00	L				1
543+05-545+93	R		288		
543+07-543+25	L			18	
544+37-548+07	L		170		
546+00	R				1
546+07-561+43	R.&L		3072		
561+50	R.&L				2

STATIONS	SIDE	REMOVE FENCE	BUILD B. WIRE	FENCE COMBIN.	GATES B.W. DR.
561+57-590+18	L		2899		
561+57-589+78	R		2881		
589+85	R				1
589+92-632+23	R		4224		
590+25	L				1
590+32-610+58	L		2074		
610+50-623+00	R & L	1400			
610+65	L		50		1
610+72-623+94	L		1322		
624+08	L				1
624+15-632+23	L		808		
630+85-631+40	L	165			
632+30	R & L				2
632+37-662+13	R & L		5953		
651+50	X	110			
662+13	R		60		1
662+20	R & L				2
663+ -677+	L	225			
662+27-667+50	L		523		
662+27-681+43	R & L		3832		
662+80	X	215			
675+75-679+70	X	535			
681+30	R & L				2
681+57-697+85	R		1635		
681+57-698+25	L		1696		
696+65	X	115			
699+04-709+78	R		1092		
699+48-703+78	L		1036		
709+85	R & L				2
709+92-737+68	L		2796		
709+92-730+93	R		2141		
721+ -746+	R & L	2550			
731+00	R				1
731+07-739+53	R		846		
737+75	L				1
737+82-746+23	R		861		
739+60	L				1
739+67-745+00	R			533	
740+10-740+75	R	140			
745+00-749+93	R		493		
746+30	L				1
748+37-772+00	L		2585		
750+00	R				1
750+07-772+00	R		2193		
746+ -760+	X	1370			
764+60	X	135			
768+75-772+00	R	325			
TOTALS		10,765	8,218	1807	33

No.	DESCRIPTION	UNIT	ROADWAY	BRIDGE STA. 695 P	TOTALS
10a	Clearing & Grubbing entire Proj.	Lump Sum			
11a	Remove & rebuild Wd Br. Sta 537+				
11b	" " Wooden Bridge, " 736+ S	" "			
11c	" " Structures	" "			
11d	" " & replace Grave & Fence	" "			
12a	Removing fence	Lin. Ft.	10,763		10,763
13c	Unclassified Excavation	Cu. Yds.	138,338.5	394.6	138,933.1
13d	Cut slope treatment	MIle	8		8
14a	Dry Rock Excavation (Str.)	Cu. Yds.	2324		2324
14b	" Common	" "	1081/1	2327	133681
14C	Wet Rock	" "	559	2332	2937
14d	" Common	" "	1200	2707	3907
18a	Station Yard Overhaul	Sta. Yd	125688.0		125688.0
18b	Yard Mile Overhaul	Yd MI	448.0		448.0
26a	Gravel or Crushed Rock Surfacing	Ton	38,645.15		38,645.15
42a	Untreated Bridge Timber	M.T.B.M.		0432	0432
42b	Miscell. Treated "	"	0.86		0.86
44a	Class A Concrete	Cu. Yds.	2017	3317	5334
47	Reinforcing Steel	Lbs.	17836	37800	52436
48	Structural	"		43900	43900
55c	24" Corr Metal Siphon Pipe	Lin. Ft.	66		66
55a	15" Corr Metal Culvert Pipe	Lin. Ft.	322		322
53b	18" " " " "	"	3062		3062
53c	24" " " " " "	"	386		386
53d	30" " " " " "	"	196		196
53e	36" " " " " "	"	530		530
53q	48" " " " " "	"	128		128
56	20ga Galk Metal Flume, 2'-6" Dm.	"	287		287
63a	Rip Rap	Cu. Yds.			
65	Dry Rubble Slope Paving (1 FT. THICK)	Sq. Yds.	3301		3301
74	Wire Cable Guard Fence	Lin. Ft.	6736		6736
76b	Barbed Wire Fence (Unt. Wd Posts)	"	81218		81218
76c	Comb'n. " " "	"	1807		1807
76d	Barbed Wire Gates	Each	23		23
76h	Driveway Gates	"	6		6
81a	Project Markers	"	1		1
81b	Right of Way Markers	"	69		69
85b	Trash guards for 24" Siphon	"	2		2
89a	Drain Pipe with flange	"		6	6
92	Obliterating old Road (Force Acc.)	Lump Sum			
	Rebuild log barn & shed	Lump Sum			
	(Force Account No. 1)	Sum			
QUANTITIES IN APPROACH - STA. 355+70.5 TO STA. 360+00					
ITEMS NOT RECEIVING FEDERAL AID (WORK BY CONTRACTOR)					
12a	Removing Fence	Lin. Ft.	480		480
26a	Grav. or Crushed Rock Surfacing	Ton	2033		2033
76b	Barbed Wire Fence (Unt. Wd Posts)	Lin. Ft.	859		859
13c	Unclassified Excavation	Cu. Yd	500.1		500.1

The intersection of cut slopes with the existing ground shall be rounded in earth cuts, beginning 5 ft outside the slope stake and extending 5 ft down the cut slope. When the cut slope is less than 5 ft, reduce each of the above widths of slope treatment to the actual slope distance. Quantities involved in slope treatment shall not be included in Unclassified Excavation.



R-W Markers

243-G

PROJECT LOG

LOCATION OF SECTION	GRADE		
	%	L	R

360+00	-	388	
360+00	-	361	
360+00	-	323	
363+00	-	38	
364+00	-	361	
369+45	-	381	

382+30	-	390+2	
382+50	-	390+2	

390+30	-	393+6	
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393+60	-	396+1	
393+60	-	396+1	

396+10	-	401+1	
396+10	-	401+6	

410+86	-	404+3	
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404+75	-	405+	
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405+83	-	417+1	
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417+62	-	426+1	
417+62	-	426+1	
418+04	-	418+	
418+50	-	424+	

424+98	-	427+	
424+98	-	427+	

427+92	-	434+	
429+00	-	434+	

434+64	-	456+	
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456+17	-	472+4	
456+17	-	465+C	
467+00	-	472+C	

472+48	-	488+5	
472+48	-	480+5	
474+50	-	479+C	
482+00	-	488+4	
480+50	-	488+5	

488+53	-	502+10	
488+53	-	500+7	
489+65	-	502+10	
501+43	-	502+10	

502+10	-	506+6	
503+00	-	506+6	

506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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506+6	-	506+6	
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