

# COLORADO DEPARTMENT OF HIGHWAYS

F 028-1 (2)

RIGHT OF WAY

## PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. F 028-1 (2) STATE HIGHWAY NO. 59 KIOWA COUNTY RIGHT OF WAY

### CONVENTIONAL SIGNS

CENTER LINE \_\_\_\_\_  
RIGHT OF WAY LINE \_\_\_\_\_  
COUNTY LINE \_\_\_\_\_  
TOWNSHIP OR RANGE LINE \_\_\_\_\_  
LAND LINES \_\_\_\_\_  
RAILROAD \_\_\_\_\_  
BARBED WIRE FENCE \_\_\_\_\_  
COMBINATION WIRE FENCE \_\_\_\_\_  
SNOW FENCE \_\_\_\_\_  
TELEPHONE & TELEGRAPH LINES \_\_\_\_\_  
POWER LINE \_\_\_\_\_  
DETOUR \_\_\_\_\_  
PRESENT ROAD (Plan Sheets) \_\_\_\_\_

### INDEX OF SHEETS

SHEET NO. 1 Sketch Map and Title Page.  
2 Tabulation of Properties.  
3-18 Plan and Profile

FILE COPY- DO NOT  
REMOVE FROM OFFICE

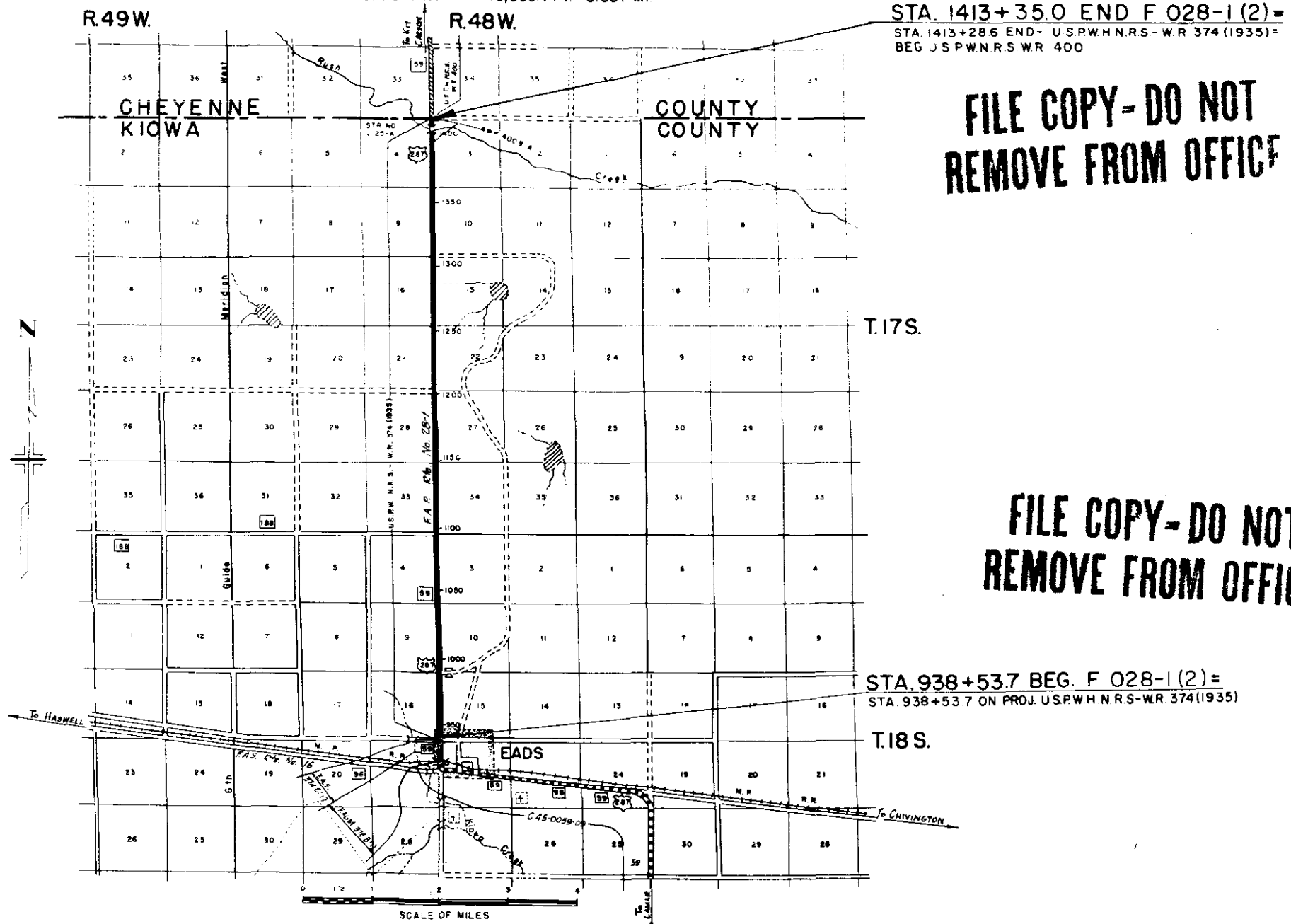
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REMOVE FROM OFFICE

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REMOVE FROM OFFICE

### SCALES OF ORIGINAL DRAWINGS

ON PLAN 1 IN = 100 FT  
ON PROFILE 1 IN = 100 FT HORIZONTAL  
1 IN = 10 FT VERTICAL

GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD  
LENGTH OF PROJECT - 47,481.3 FT = 8.993 MI.  
NET LENGTH OF PROJECT - 46,890.4 FT = 8.881 MI.



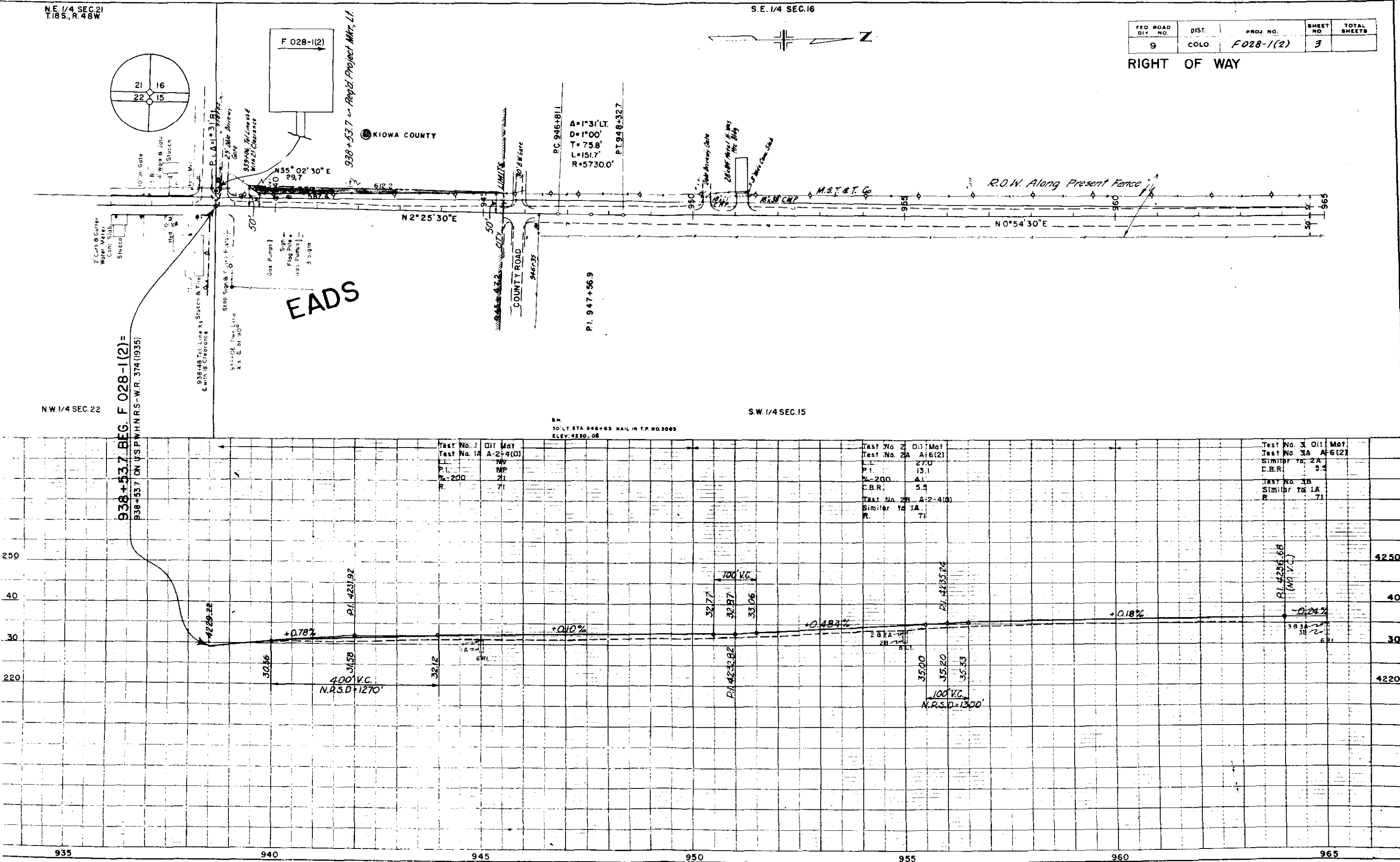
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**S.E. 1/4 SEC. 16**

## RIGHT OF WAY

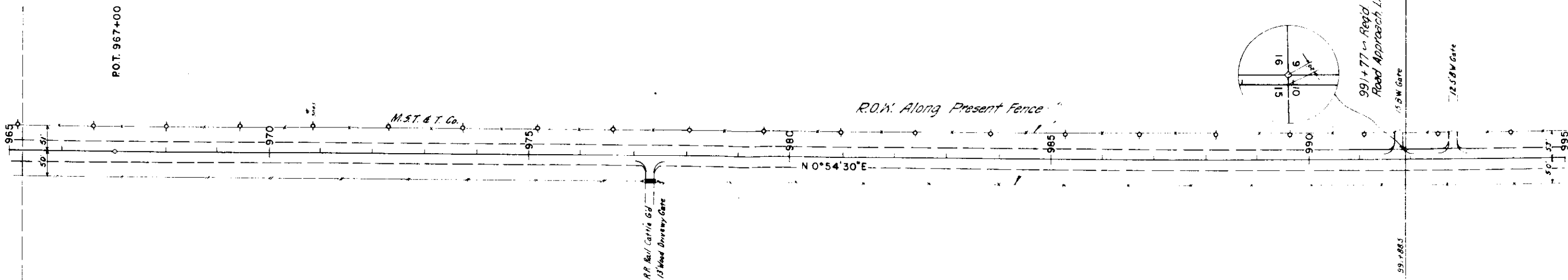


E. 1/4 SEC. 16  
T. 18 S., R. 48 W.

N.E. 1/4 SEC. 16

|                       |       |           |              |                 |
|-----------------------|-------|-----------|--------------|-----------------|
| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO. | SHEET<br>NO. | TOTAL<br>SHEETS |
| 9                     | COLO. | F028-1(2) | 4            |                 |

RIGHT OF WAY S.E. 1/4 SEC. 9

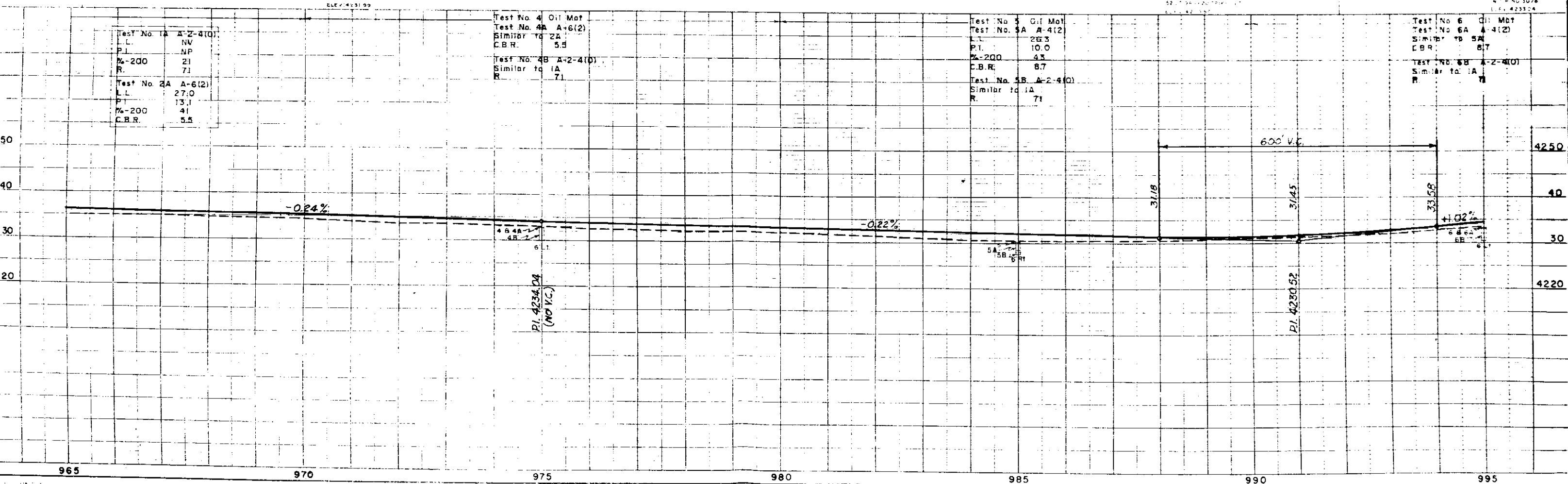


W. 1/4 SEC. 15

N.W. 1/4 SEC. 15

SW. 1/4 SEC. 10  
T. 18 S., R. 48 W.

SW. 1/4 SEC. 10  
T. 18 S., R. 48 W.

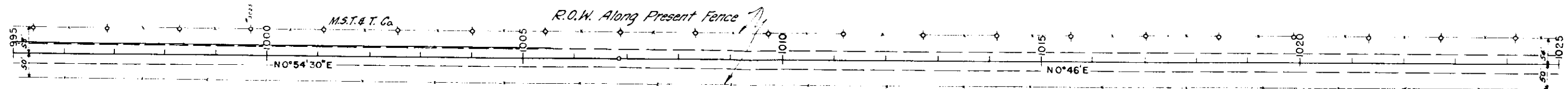


S.E. 1/4 SEC. 9  
T.18 S., R.48 W.



| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO. | F 028-1(2) | 5            |                 |

RIGHT OF WAY N.E. 1/4 SEC. 9



P.I. 1006+86.5  
Δ = 0° 08' 30" LT

S.W. 1/4 SEC. 10

N.W. 1/4 SEC. 10  
T.18 S., R.48 W.

BM  
50' LT 995+50 SPK IN TYP NO 3028  
ELEV. 4231.04

BM  
50' LT 1010+50 SPK IN TYP  
ELEV. 4230.30

BM  
50' LT 1022+50 SPK IN TYP  
ELEV. 4249.15

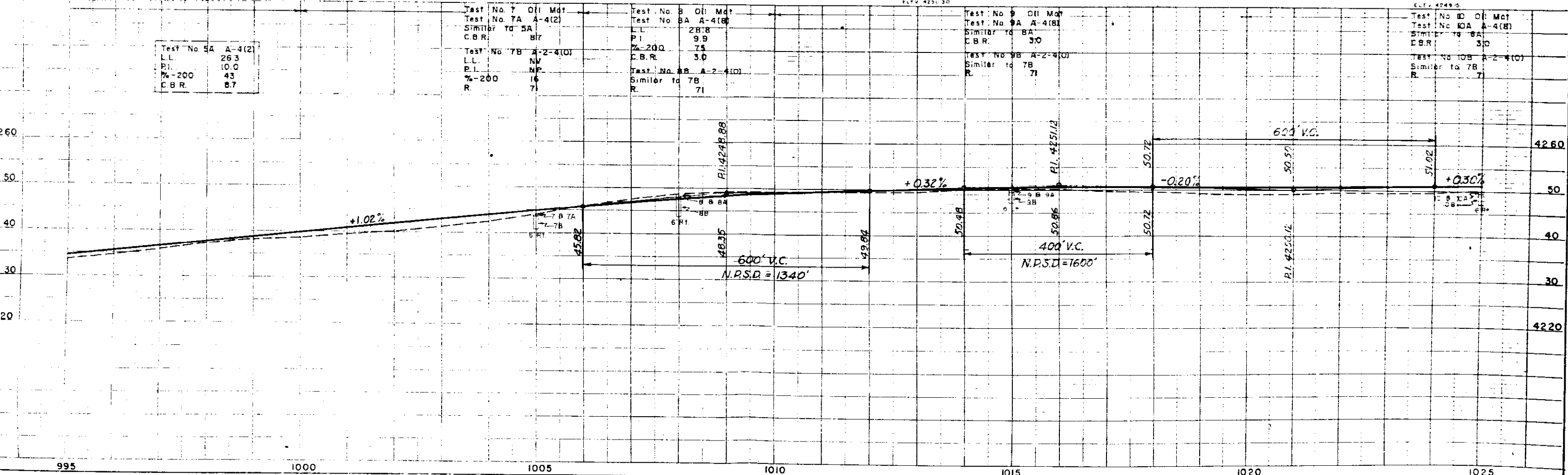
|             |        |
|-------------|--------|
| Test No. 5A | A-4(2) |
| L.L.        | 26.3   |
| P.I.        | 10.0   |
| %-200       | 43     |
| C.B.R.      | 8.7    |

|               |           |
|---------------|-----------|
| Test No. 7    | O.I. Mgt  |
| Test No. 7A   | A-4(2)    |
| Similar to 5A |           |
| C.B.R.        | 8.7       |
| Test No. 7B   | A-2-4(10) |
| L.L.          | NV        |
| P.I.          | NP        |
| %-200         | 16        |
| R             | 71        |

|               |           |
|---------------|-----------|
| Test No. 8    | O.I. Mgt  |
| Test No. 8A   | A-4(8)    |
| L.L.          | 28.8      |
| P.I.          | 9.9       |
| %-200         | 75        |
| C.B.R.        | 3.0       |
| Test No. 8B   | A-2-4(10) |
| Similar to 7B |           |
| R             | 71        |

|               |           |
|---------------|-----------|
| Test No. 9    | O.I. Mgt  |
| Test No. 9A   | A-4(8)    |
| Similar to 8A |           |
| C.B.R.        | 3.0       |
| Test No. 9B   | A-2-4(10) |
| Similar to 7B |           |
| R             | 71        |

|               |           |
|---------------|-----------|
| Test No. 10   | O.I. Mgt  |
| Test No. 10A  | A-4(8)    |
| Similar to 8A |           |
| C.B.R.        | 3.0       |
| Test No. 10B  | A-2-4(10) |
| Similar to 7B |           |
| R             | 71        |

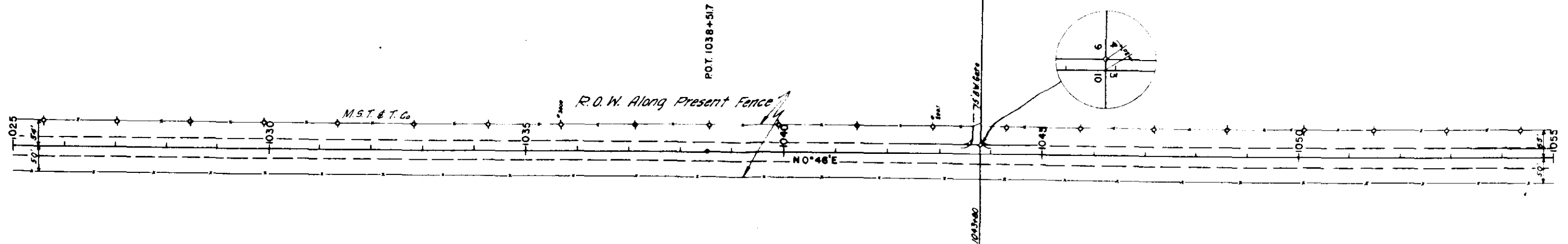


N.E. 1/4 SEC. 9  
T. 18 S., R. 48 W.



| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO. | F 028-1(2) | 6            |                 |

S.E. 1/4 SEC. 4 RIGHT OF WAY



N.W. 1/4 SEC. 10

BM  
52' LT. 1038+55 SPIKE IN T.P.  
ELEV. 4233.04

BM  
52' LT. 1042+57 SPIKE IN T.P.  
ELEV. 4233.04

S.W. 1/4 SEC. 3  
T. 18 S., R. 48 W.

|             |           |
|-------------|-----------|
| TEST No. 1B | A-2-4(10) |
| L.L.        | NV        |
| P.I.        | NP        |
| %-200       | 16        |
| R.          | 71        |

|             |         |
|-------------|---------|
| TEST No. 8A | A-4(10) |
| L.L.        | 28.8    |
| P.I.        | 93      |
| %-200       | 75      |
| C.B.R.      | 30      |

TEST No. 11 ON MAT  
TEST No. 11A A-4(10)  
SIMILAR TO 8A  
C.B.R. 30

TEST No. 11B A-2-4(10)  
SIMILAR TO 7B  
R. 71

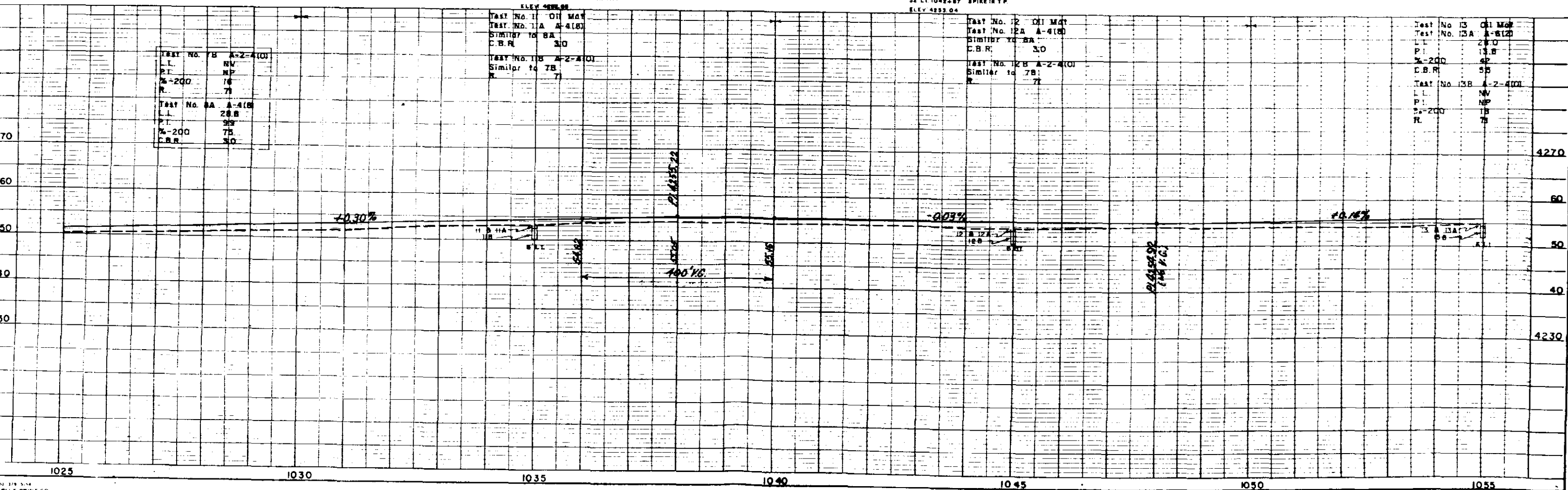
TEST No. 12 ON MAT  
TEST No. 12A A-4(10)  
SIMILAR TO 8A  
C.B.R. 30

TEST No. 12B A-2-4(10)  
SIMILAR TO 7B  
R. 71

TEST No. 13 ON MAT  
TEST No. 13A A-4(10)  
L.L. 28.0  
P.I. 13.8

%-200 62  
C.B.R. 55

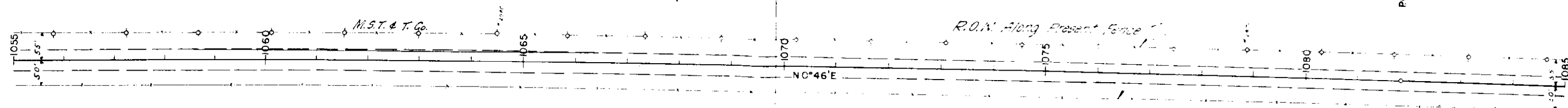
TEST No. 13B A-2-4(10)  
L.L. NV  
P.I. NP  
%-200 18  
R. 75





N.E. 1/4 SEC. 4

P.O.T. 1081+840



FM  
52 LT 1055485 SPIKE IN TP  
ELEV: 4254.44

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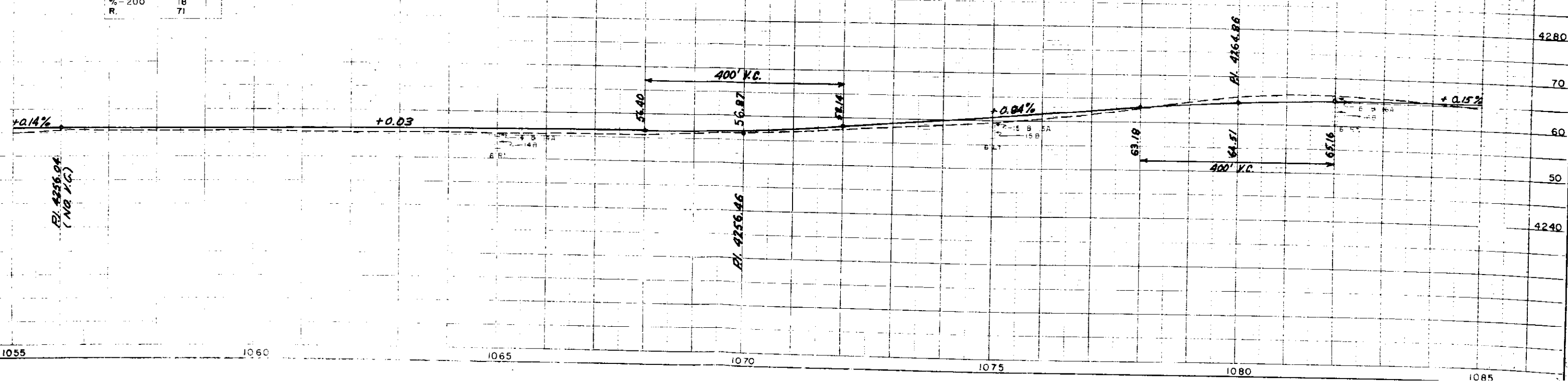
B.M  
32' LT CB4+65 SPIKE IN T.P  
ELEV 4286.32

|              |           |
|--------------|-----------|
| Test No. 13A | A-6(12)   |
| L.L.         | 280       |
| P.I.         | 13.8      |
| %-200        | 45        |
| C.B.R.       | 5.5       |
| Test No. 13B | A-2-4(10) |
| L.L.         | NV        |
| P.I.         | NP        |
| %-200        | 18        |
| R.           | 71        |

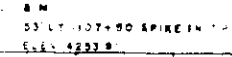
|              |          |
|--------------|----------|
| Test No. 14  | Oil Mod  |
| Test No. 14A | A-6(2)   |
| Similar to   | 13A      |
| C.B.R.       | 5.5      |
| Test No. 14B | A-2-4(1) |
| Similar to   | 13B      |
| R.           | 71       |

|                |           |
|----------------|-----------|
| Test No. 15    | Oil Met   |
| Test No. 16A   | A-6(2)    |
| Similar to 13A |           |
| C.B.P.         | 5.5       |
| Test No. 15B   | A-2-4(10) |
| Similar to 13B |           |
| R              | 71        |

|         |    |     |    |
|---------|----|-----|----|
| Test No | 5  | DE  | Mo |
| Test No | 6A | A-6 | 2  |
| SMV     | 10 | 3A  |    |
| CBR     |    | 5.5 |    |
| Test No | 6B | A-2 | 4  |
| L       |    | IV  |    |
| P.L.    |    | NP  |    |
| %-200   |    | 20  |    |
| R       |    | 71  |    |

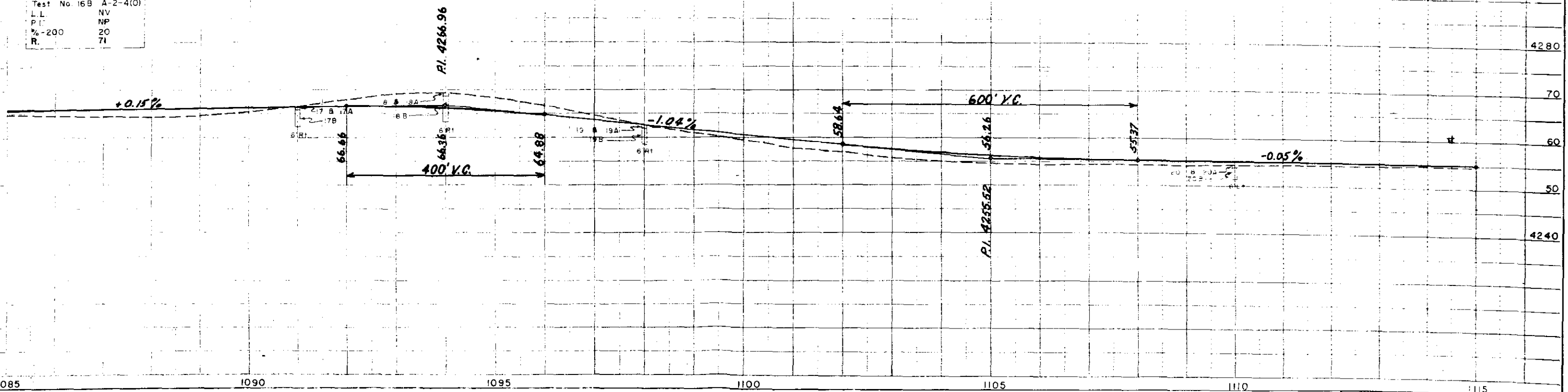


S. E. 1/4 SEC. 33  
T. 17 S., R. 48 W.

RIGHT OF WAY

EST. NO. 20 01 44  
EST. NO. 20A 1 000  
EST. NO. 4 00 00  
EST. NO. 1 00 00

5-12-68  
R. 71





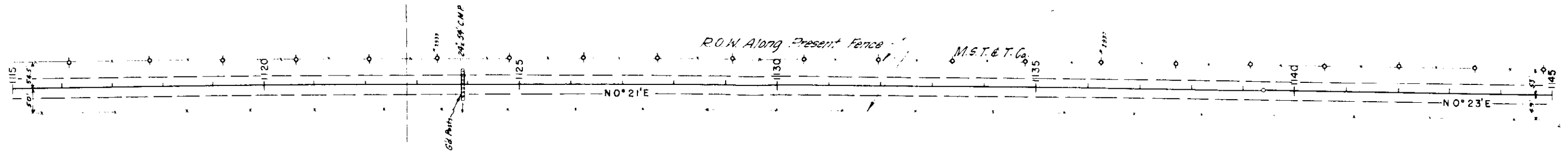
S.E. 1/4 SEC. 33  
T.17 S., R.48 W.

N.E. 1/4 SEC. 33

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO. | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-----------|--------------|-----------------|
| 9                     | COLO. | F02B-1(2) | 9            |                 |

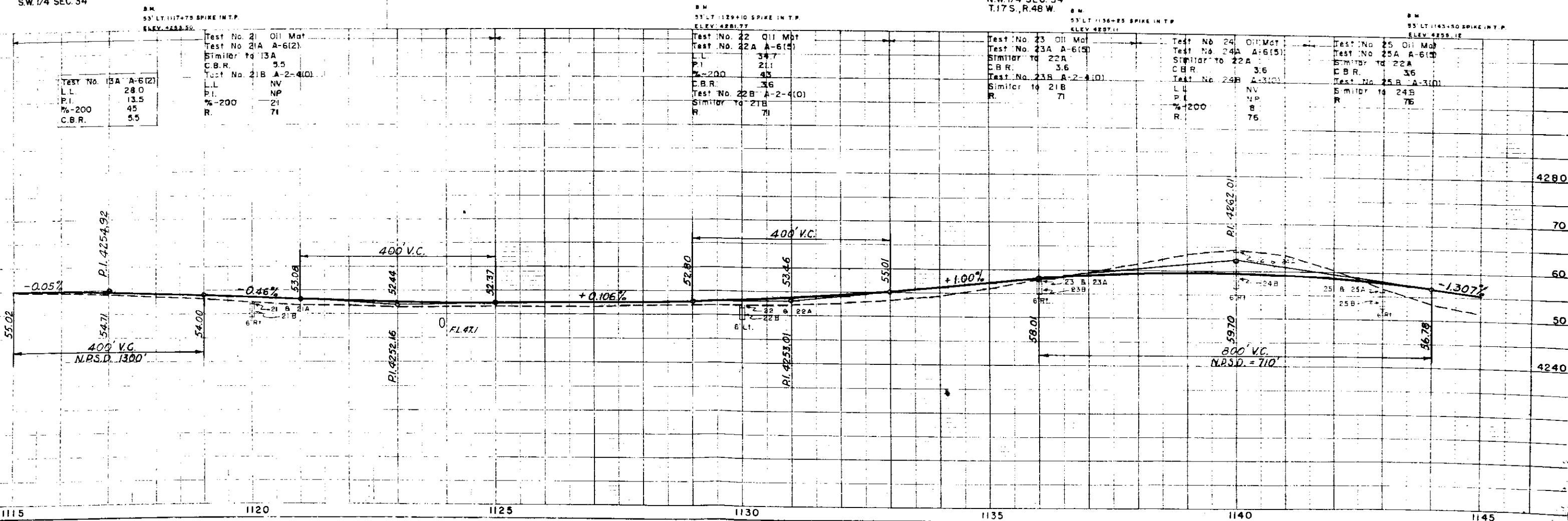
RIGHT OF WAY

PI 1139+400  
Δ = 0°02' RT.



S.W. 1/4 SEC. 34

N.W. 1/4 SEC. 34  
T.17 S., R.48 W.

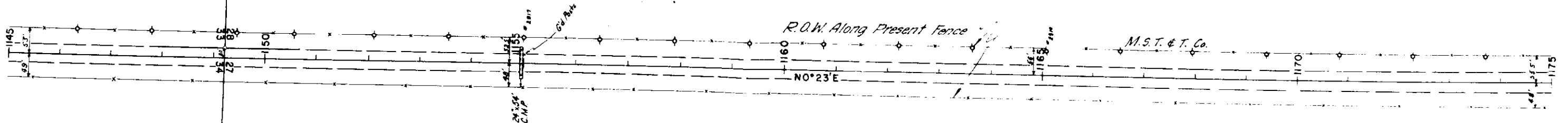


N.E. 1/4 SEC. 33  
T.17S, R.48W.

S.E. 1/4 SEC. 28

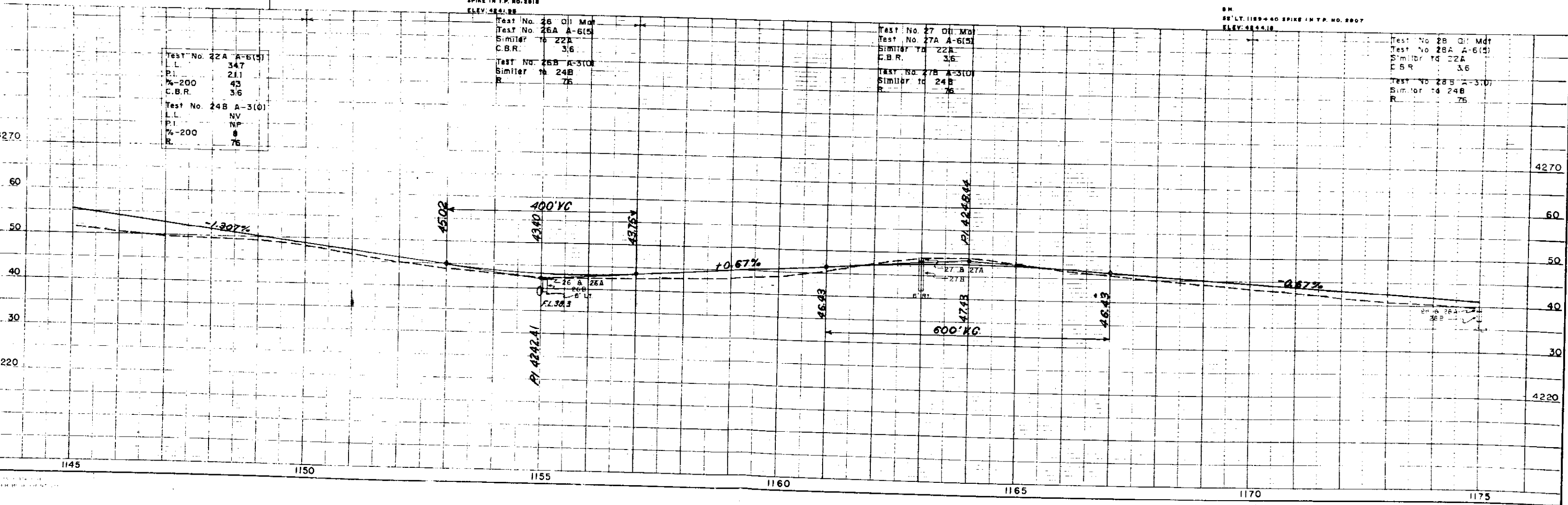
| FED. ROAD DIST. NO. | DIST. | PROJ. NO.  | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|------------|-----------|--------------|
| 9                   | COLO. | F 028-1(2) | 10        |              |

RIGHT OF WAY



N.W. 1/4 SEC. 34

S.W. 1/4 SEC. 27

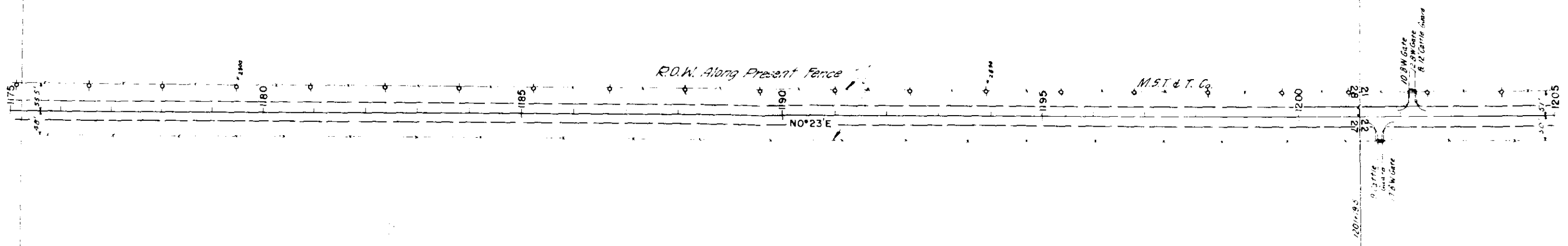


E. 1/4 SEC. 28  
T. 17 S., R. 48 W.

N.E. 1/4 SEC. 28

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO. | F 028-1(2) | 11           |                 |

RIGHT OF WAY S.E. 1/4 SEC. 21



W. 1/4 SEC. 27

N.W. 1/4 SEC. 27

S.W. 1/4 SEC. 22  
T. 17 S., R. 48 W.

R.M.  
LT. 1175+ SPIKE IN T.P. NO. 2901  
ELEV. 4239.71

R.M.  
LT. 1195+ SPIKE IN T.P. NO. 2902  
ELEV. 4226.09

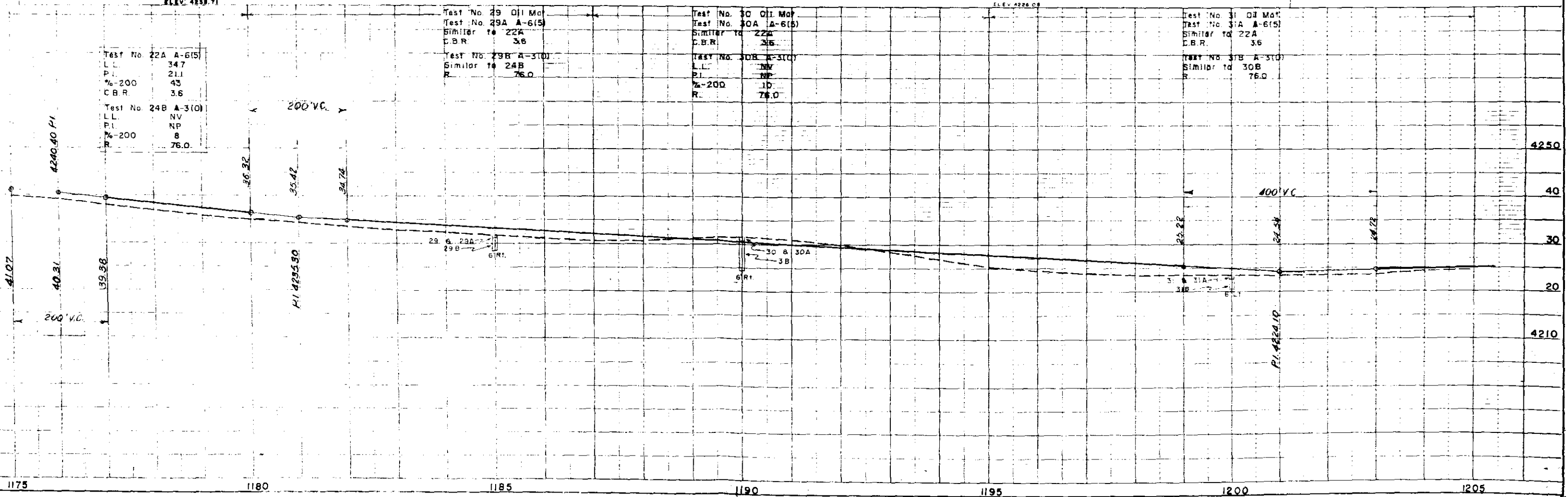
R.M.  
LT. 1205+ SPIKE IN T.P. NO. 2903  
ELEV. 4222.82

|                     |      |
|---------------------|------|
| Test No. 22A A-6(5) |      |
| LL                  | 34.7 |
| PI                  | 21.1 |
| %-200               | 43   |
| C.B.R.              | 3.6  |
| Test No. 24B A-3(0) |      |
| LL                  | NV   |
| PI                  | NP   |
| %-200               | 8    |
| R                   | 76.0 |

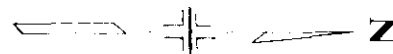
|                     |      |
|---------------------|------|
| Test No. 29 Oil Mod |      |
| Test No. 29A A-6(5) |      |
| Similar to 22A      |      |
| C.B.R.              | 3.6  |
| Test No. 29B A-3(0) |      |
| Similar to 24B      |      |
| R                   | 76.0 |

|                     |      |
|---------------------|------|
| Test No. 30 Oil Mod |      |
| Test No. 30A A-6(5) |      |
| Similar to 22A      |      |
| C.B.R.              | 3.6  |
| Test No. 30B A-3(0) |      |
| LL                  | NV   |
| PI                  | NP   |
| %-200               | 10   |
| R                   | 76.0 |

|                     |      |
|---------------------|------|
| Test No. 31 Oil Mod |      |
| Test No. 31A A-6(5) |      |
| Similar to 22A      |      |
| C.B.R.              | 3.6  |
| Test No. 31B A-3(0) |      |
| Similar to 30B      |      |
| R                   | 76.0 |



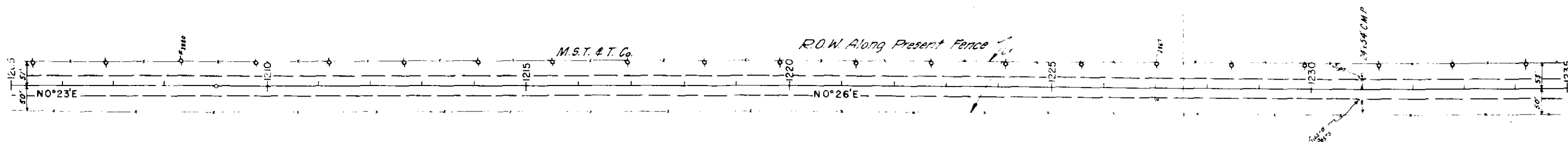
SE 1/4 SEC 21  
T.17S, R.48W.



| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO  | F 028-1(2) | 12           |                 |

RIGHT OF WAY N.E. 1/4 SEC 21

PI 1209+01.0  
Δ=0°03'RT



S.W. 1/4 SEC. 22

N.W. 1/4 SEC. 22  
T.17S, R.48W.

B.M.  
LT. 1211+ SPIKE IN T.P. NO. 2879  
ELEV. 4224.54

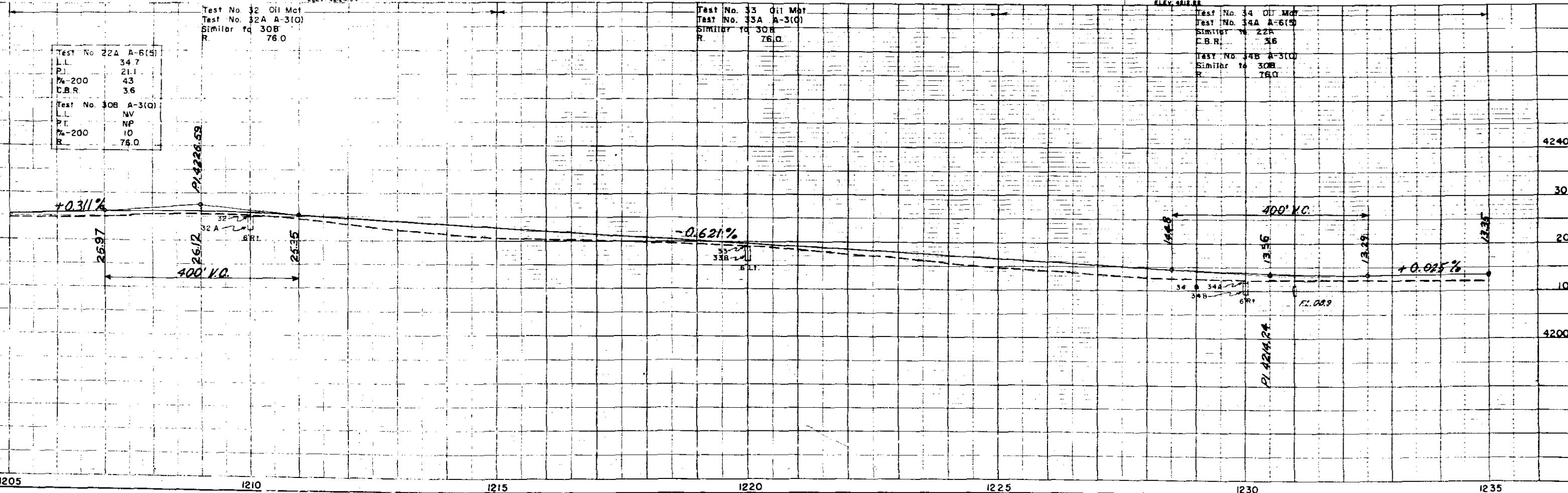
B.M.  
LT. 1220+ SPIKE IN T.P. NO. 2888  
ELEV. 4212.82

|                     |      |
|---------------------|------|
| Test No. 22A A-6(S) |      |
| LL                  | 34.7 |
| PI                  | 21.1 |
| %-200               | 43   |
| C.B.R.              | 36   |
| Test No. 30B A-3(Q) |      |
| LL                  | NV   |
| PI                  | NP   |
| %-200               | 10   |
| R                   | 76.0 |

Test No. 32 Oil Mat  
Test No. 32A A-3(Q)  
Similar to 30B  
R 76.0

Test No. 33 Oil Mat  
Test No. 33A A-3(Q)  
Similar to 30B  
R 76.0

Test No. 34 Oil Mat  
Test No. 34A A-6(S)  
Similar to 22A  
C.B.R. 36  
Test No. 34B A-3(Q)  
Similar to 30B  
R 76.0

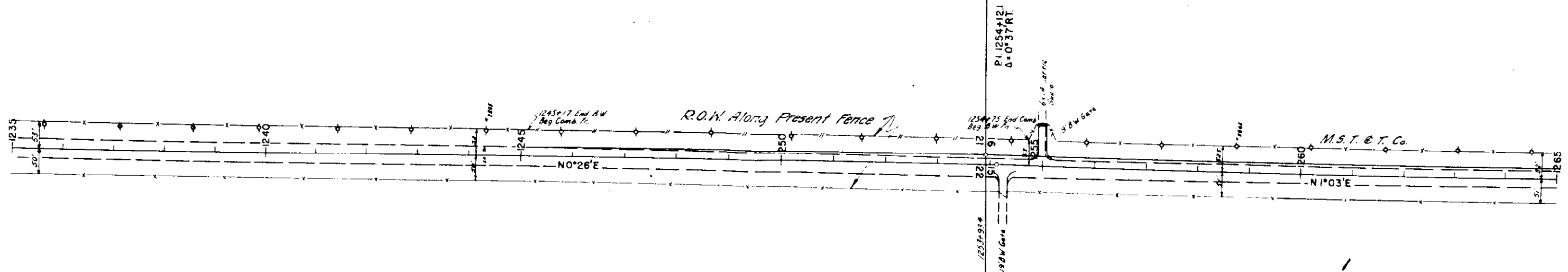


NE 1/4 SEC. 21  
T. 17 S., R. 48 W.



| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO. | F 028-1(2) | 13           |                 |

SE 1/4 SEC. 16 RIGHT OF WAY



N.W. 1/4 SEC. 22

B.M.  
ELEV. 4212.77  
LT 1245+ SPIKE IN T.P. NO. 2888  
ELEV. 4212.77

B.M.  
ELEV. 4234.79  
SPIKE IN T.P. NO. 2881  
ELEV. 4234.79

B.M.  
ELEV. 4234.11  
NAIL IN T.P. NO. 2846  
ELEV. 4234.11

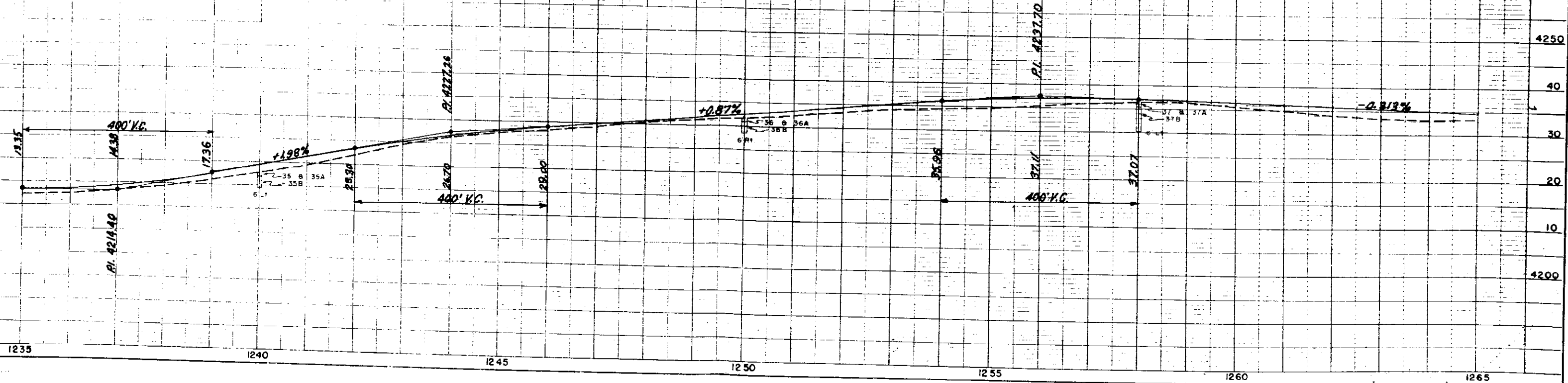
SW 1/4 SEC. 15  
T. 17 S., R. 48 W.

B.M.  
ELEV. 4233.88  
SPIKE IN T.P. NO. 2840  
ELEV. 4233.88

Test No. 35 Oil Mod  
Test No. 35A A-6(8)  
L.L. 30.1  
P.L. 10.9  
% 200 7.1  
C.B.R. 3.0  
Test No. 35B A-2-4(10)  
L.L. 15.7  
P.L. NP  
% 200 23  
R. 65.0

Test No. 36 Oil Mod  
Test No. 36A A-6(8)  
L.L. 30.1  
P.L. 10.9  
% 200 7.1  
C.B.R. 3.0  
Test No. 36B A-2-4(10)  
L.L. 15.7  
P.L. NP  
% 200 23  
R. 65.0

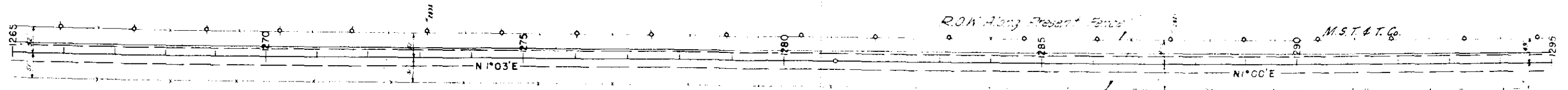
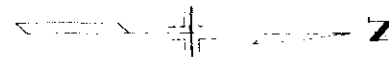
Test No. 37 Oil Mod  
Test No. 37A A-6(8)  
L.L. 30.1  
P.L. 10.9  
% 200 7.1  
C.B.R. 3.0  
Test No. 37B A-2-4(10)  
L.L. 15.7  
P.L. NP  
% 200 23  
R. 65.0



S.E. 1/4 SEC. 16  
T.17S, R.48W.

N.E. 1/4 SEC. 16

FED. ROAD DIST. PROJ. NO. SHEET TOTAL  
DIV. NO. 9 COLO. F028-1(2) 14 SHEETS  
RIGHT OF WAY



PI 1281+00  
4+0° 03' LT

S.W. 1/4 SEC. 15

N.W. 1/4 SEC. 15  
T.17S, R.48W

B.M.  
SP. IN. T.P. NO. 2840  
ELEV. 4233.58

B.M.  
RR. SPIKE IN T.P. NO. 2854  
ELEV. 4234.45

B.M.  
SP. IN. T.P. NO. 2828  
ELEV. 4246.71

B.M.  
SP. IN. T.P. NO. 2811  
ELEV. 4246.89

Test No. 35A A-6(8)  
LL 30.1  
PI 10.9  
%-200 71  
C.B.R. 3.0  
Test No. 35B A-2-4(0)  
LL 15.7  
PI NP  
%-200 23  
R. 65.0

Test No. 38 Oil Mat  
Test No. 38A A-6(8)  
Similar to 35A  
C.P.R. 3.0  
Test No. 38B A-2-4(0)  
Similar to 35B  
R. 65.0

Test No. 39 Oil Mat  
Test No. 39A A-6(8)  
Similar to 35A  
C.B.R. 3.0  
Test No. 39B A-2-4(0)  
Similar to 35B  
R. 65.0

Test No. 40 Oil Mat  
Test No. 40A A-6(8)  
Similar to 35A  
C.B.R. 3.0  
Test No. 40B A-2-4(0)  
Similar to 35B  
R. 65.0

60

50

40

30

20

4260

50

40

30

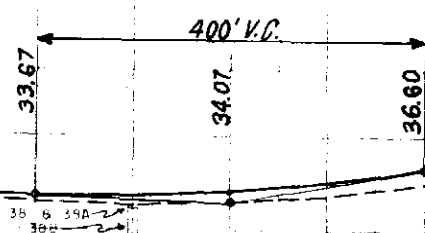
4220

PI 4233.00

PI 4251.00

PI 4251.18

-0.78%



+1.80%

800' V.C.

+0.02%

400' V.C.

1265

1270

1275

1280

1285

1290

1295

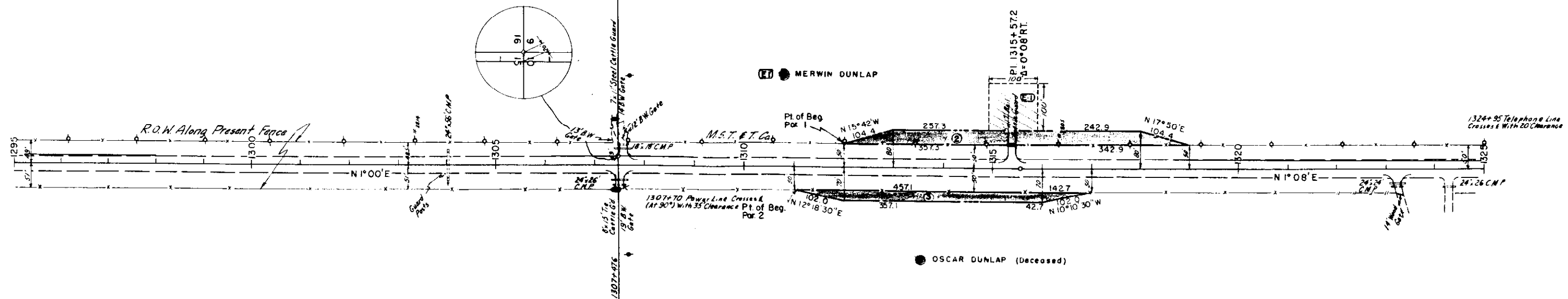


N.E. 1/4 SEC. 16  
T. 17 S., R. 48 W.

S.E. 1/4 SEC. 9

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO. | F 028-1(2) | 15           |                 |

RIGHT OF WAY



N.W. 1/4 SEC. 15

S.W. 1/4 SEC. 10  
T. 17 S., R. 48 W.

B.M.  
SPIKE IN T.P. NO. 2820  
ELEV. 4246.89

B.M.  
SPIKE IN T.P. NO. 2818  
ELEV. 4228.11

B.M.  
SPIKE IN T.P. NO. 2810  
ELEV. 4248.00

B.M.  
SPIKE IN T.P. NO. 2808  
ELEV. 4251.78

B.M.  
SPIKE IN T.P. NO. 2806  
ELEV. 4250.99

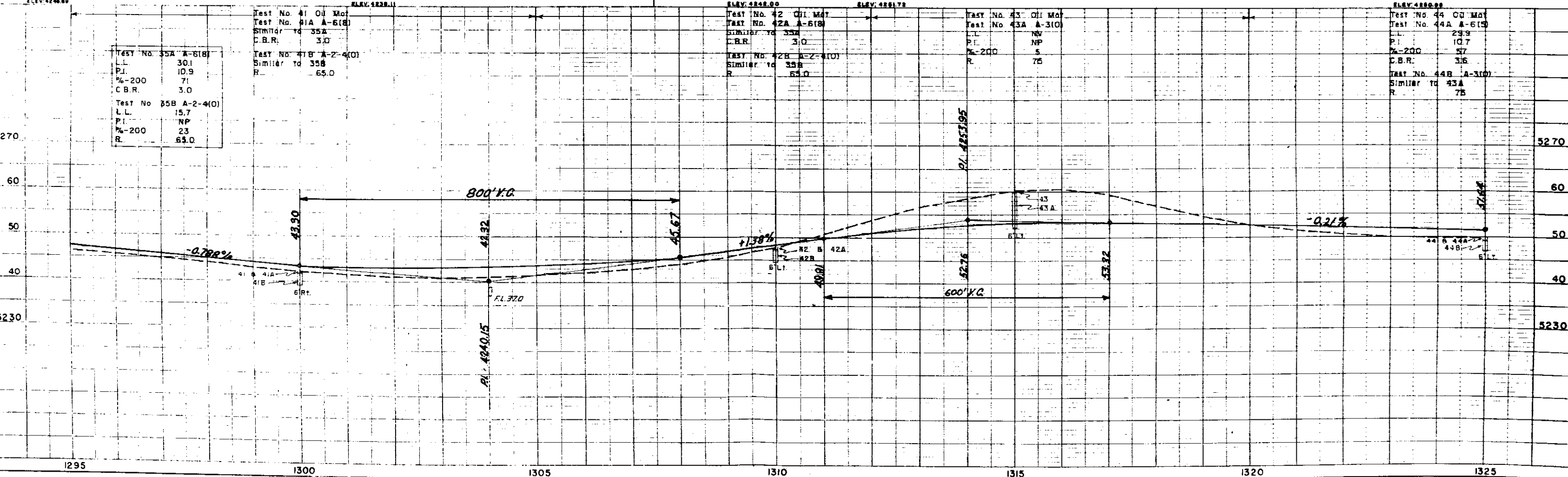
|                       |      |
|-----------------------|------|
| Test No. 35A A-6(B)   |      |
| L.L.                  | 30.1 |
| P.I.                  | 10.9 |
| %-200                 | 71   |
| C.B.R.                | 3.0  |
| Test No. 35B A-2-4(O) |      |
| L.L.                  | 15.7 |
| P.I.                  | NP   |
| %-200                 | 23   |
| R.                    | 65.0 |

|                       |      |
|-----------------------|------|
| Test No. 41 Oil Mat   |      |
| Test No. 41A A-6(B)   |      |
| Similar to 35A        |      |
| C.B.R.                | 3.0  |
| Test No. 41B A-2-4(O) |      |
| Similar to 35B        |      |
| R.                    | 65.0 |

|                       |      |
|-----------------------|------|
| Test No. 42 Oil Mat   |      |
| Test No. 42A A-6(B)   |      |
| Similar to 35A        |      |
| C.B.R.                | 3.0  |
| Test No. 42B A-2-4(O) |      |
| Similar to 35B        |      |
| R.                    | 65.0 |

|                     |    |
|---------------------|----|
| Test No. 43 Oil Mat |    |
| Test No. 43A A-3(O) |    |
| L.L.                | NP |
| P.I.                | NP |
| %-200               | 5  |
| R.                  | 75 |

|                     |      |
|---------------------|------|
| Test No. 44 Oil Mat |      |
| Test No. 44A A-6(B) |      |
| L.L.                | 29.9 |
| P.I.                | 10.7 |
| %-200               | 57   |
| C.B.R.              | 3.6  |
| Test No. 44B A-3(O) |      |
| Similar to 43A      |      |
| R.                  | 75   |

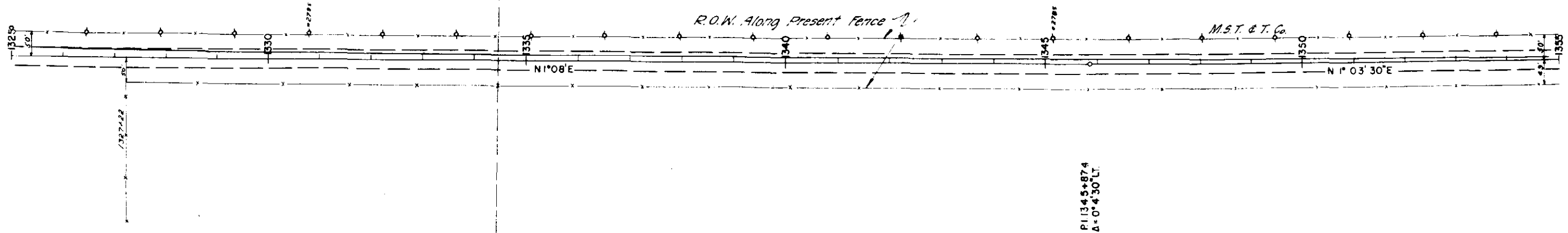


SE 1/4 SEC. 9  
T. 17S, R. 48W.

N.E. 1/4 SEC. 9

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO. | F 023-1(2) | 16           |                 |

RIGHT OF WAY



SW 1/4 SEC. 10

NW 1/4 SEC. 10  
T. 17S, R. 48W

|                     |      |
|---------------------|------|
| Test No. 43A A-3(O) |      |
| LL                  | NV   |
| PI                  | NP   |
| %-200               | 5    |
| R                   | 75   |
| Test No. 44A A-6(S) |      |
| LL                  | 29.9 |
| PI                  | 10.7 |
| %-200               | 57   |
| C.B.R.              | 3.6  |

Test No. 45 Oil Mat  
Test No. 45A A-6(S)  
Similar to 44A  
C.B.R. 3.6  
Test No. 45B A-3(O)  
Similar to 43A  
R. 75

B.M.  
USC 66M 6-37  
ELEV. 4287.09  
Test No. 46 Oil Mat  
Test No. 46A A-6(S)  
Similar to 44A  
C.B.R. 3.6  
Test No. 46B  
Similar to 43A  
R. 75

B.M.  
SPIKE IN T.P. NO. 2765  
ELEV. 4283.31  
Test No. 47 Oil Mat  
Test No. 47A A-6(S)  
Similar to 44A  
C.B.R. 3.6  
Test No. 47B A-3(O)  
Similar to 43A  
R. 75

B.M.  
SPIKE IN T.P. NO. 2781  
ELEV. 4284.22  
Test No. 48 Oil Mat  
Test No. 48A A-6(S)  
Similar to 44A  
C.B.R. 3.6  
Test No. 48B A-3(O)  
Similar to 43A  
R. 75

B.M.  
SPIKE IN T.P. NO. 2778  
ELEV. 4283.71

270

4270

60

50

40

30

4220

1325

1330

1335

1340

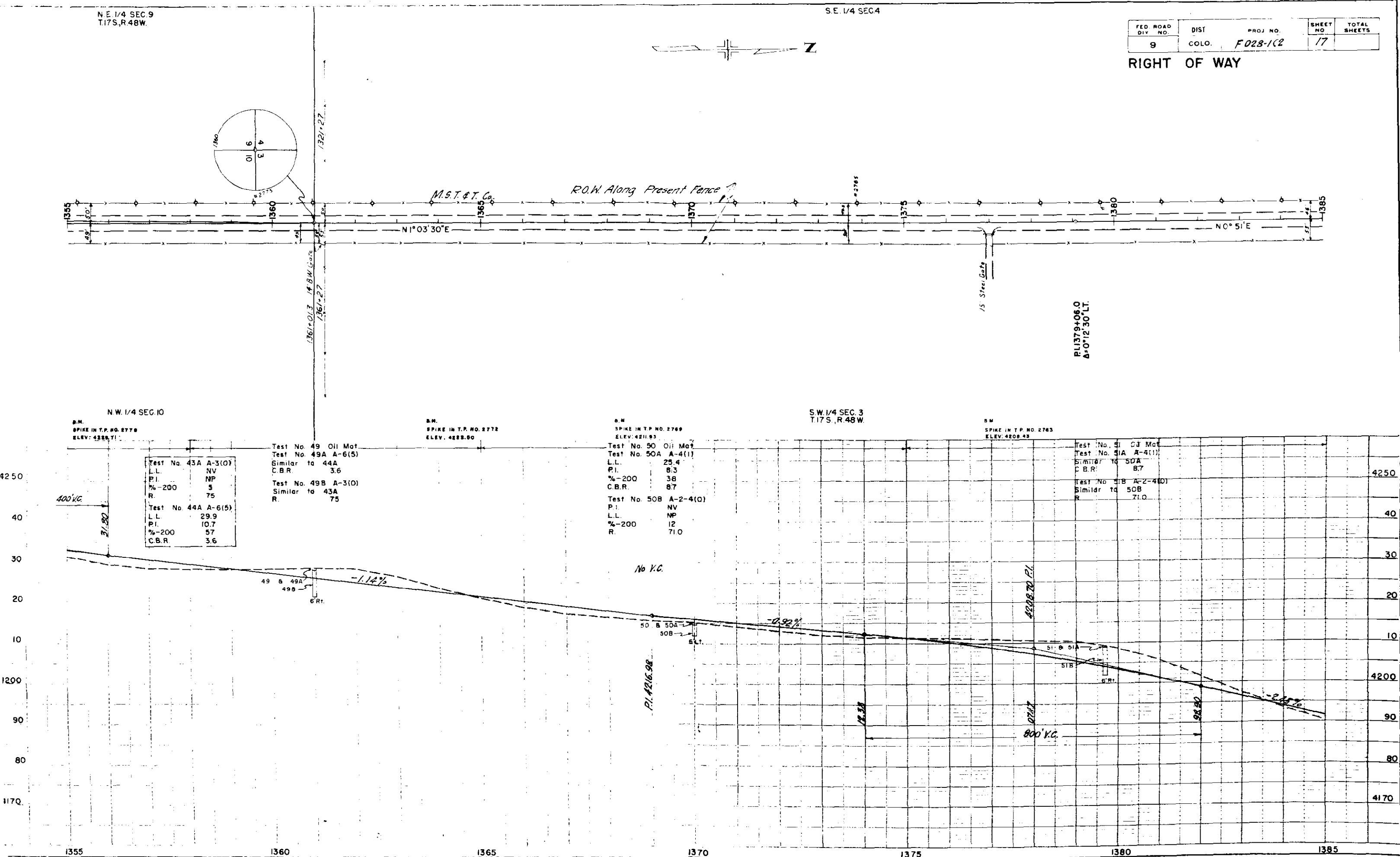
1345

1350

1355



S.E. 1/4 SEC.4

RIGHT OF WAY

N.E. 1/4 SEC. 4  
T.17S., R.48W.

### RIGHT OF WAY

SE 1/4 SEC. 33  
T. 16S., R. 48W.

F 028-112

COUNTY-  
COUNTY

+35.0 END F 028-1(2) =  
1413+286 END USPWHNRS -  
WR 374 (1935) =  
BEGIN USWNRSWR 400

S.W. 1/4 SEC. 34  
T. 16 S., R. 48 W.

S.W. 1/4 SEC.3

B.M  
SPIKE IN TP NO 2754  
ELEV 4179.94

BM  
SPIKE IN T.P. NO. 2782  
ELEV: 4155.60

N.W. 1/4 SEC. 3  
T. 17 S., R. 48 W.

B.M.  
WEST WING WALL SOUTH END  
RUSH CREEK BRIDGE  
ELEV. 4107.07

BM  
SP:EE 4TP NO. 274  
EJL 48997

ELEV 4.59.90

|              |          |
|--------------|----------|
| Test No. 50A | A-4(1)   |
| L.L.         | 25.4     |
| P.I.         | 8.3      |
| %-200        | 38       |
| C.B.R.       | 8.7      |
| Test No. 50B | A-2-4(0) |
| L.L.         | NV       |
| P.I.         | NP       |
| %-200        | 12       |
| R.           | 71.0     |

Test No. 52 Oil Mat.  
Test No. 52A A-4(I)  
Similar to 50A  
C.B.R. 8.7  
Test No. 52B A-2-4(O)  
Similar to 50B  
R 71.0

Test No. 53 Oil Mod  
Test No. 53A A-4(1)  
Similar to 50A  
C.B.R. 8.7  
Test No. 53B A-2-4(0)  
Similar to 50B  
R 71.0

Test No 54 OI Mod  
Test No 54A A-4(1)  
Simulator 'd 50B  
C.B.R. 8.7

Test No 54B A-2-4(1)  
Simulator 'd 50B  
R. 7.0

