

CONVENTIONAL SIGNS	
CENTER LINE	PLAN SHEET
RIGHT OF WAY LINE	TITLE SHEET
COUNTY LINE	
TOWNSHIP OR RANGE LINE	
LAND LINES	SECTION LINE 1/4 SECTION LINE 1/4 SECTION LINE
RAILROAD	TITLE SHEET PLAN SHEET
BARBED WIRE FENCE	
COMBINATION WIRE FENCE	
SNOW FENCE	
TELEPHONE & TELEGRAPH LINES	
POWER LINE	
DETOUR	
PRESENT ROAD (Plan Sheets)	

COLORADO **DEPARTMENT OF HIGHWAYS**

PLAN AND PROFILE OF PROPOSED **FEDERAL AID PROJECT NO. 1 25-1 (37)0** STATE HIGHWAY NO. **+ 25** **LAS ANIMAS COUNTY** **RIGHT OF WAY**

INFORMATION OBTAINED FROM AVAILABLE COUNTY RECORDS

FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	I 25-1 (37)0	1	

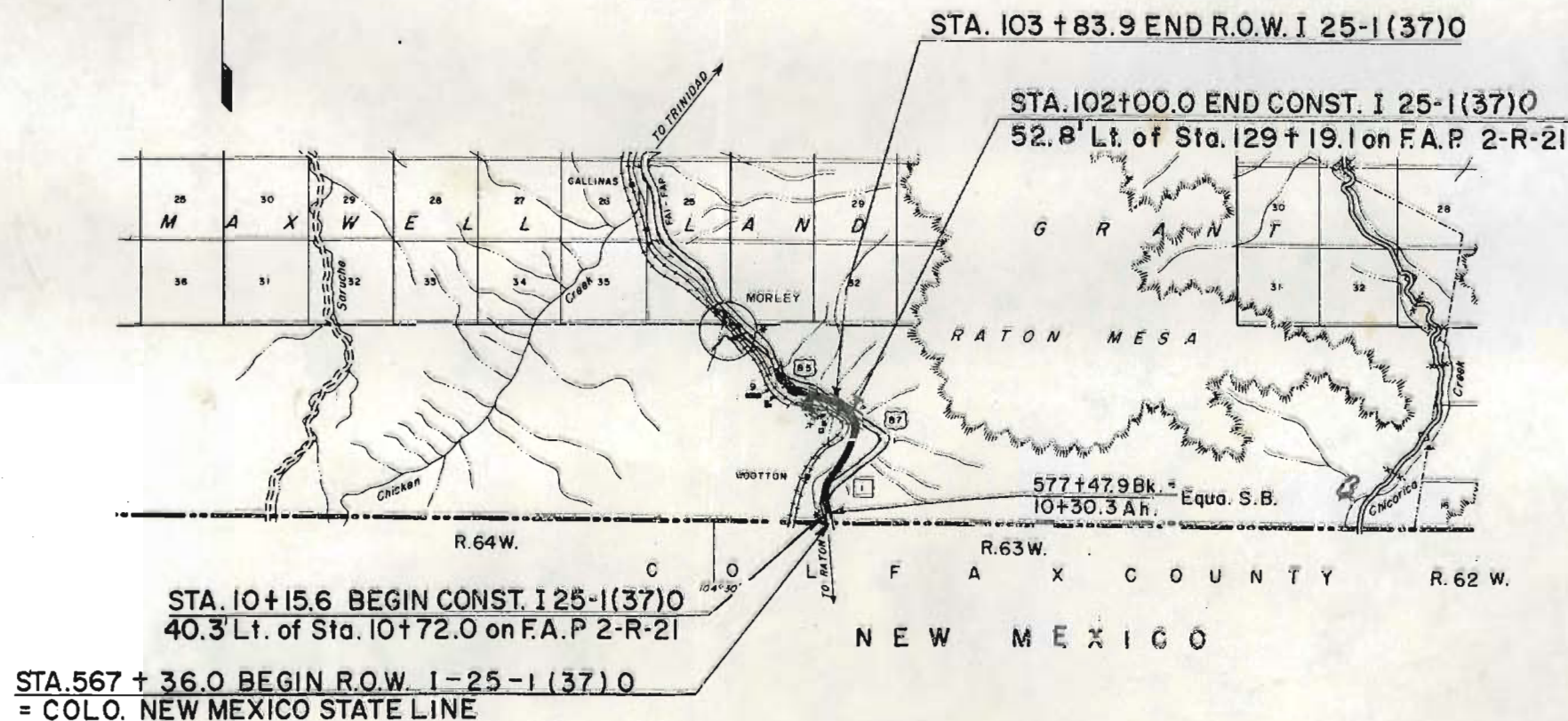
RIGHT OF WAY
RATON PASS-NORTH

REVISIONS

INDEX OF SHEETS	
SHEET NO. 1	TITLE SHEET
2	TABULATION OF PROPERTIES
3-8	PLAN AND PROFILE SHEETS
9	SHOWING RIGHT OF WAY
9	OWNERSHIP MAP

SCALES OF ORIGINAL DRAWINGS

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



DO NOT REMOVE
FILE COPY

FILE COPY
DO NOT REMOVE

11/1/64

RIGHT OF WAY RATON PASS - NORTH

REVISIONS		
12/11/63	Revised Parcel 1	AWP
3-23-64	Rev. Por. 1 Rev. Added Tr. 1	AWP
6-10-64	Added I-B	FCM
3-4-77	Chg. Por. I-B to E-I-A	D.J.F.

RIGHT OF WAY RATON PASS - NORTH[illegible]

NOV 18 1964

PLAN	ADDITIONAL FUGITIVE	BY	DATE
SUBJ NAME	ALLEGED QUINCE KT. OF RAY CHILDREN		

[illegible]

OFFICE OF THE ATTORNEY GENERAL



South Bound (Future)
 $\Delta = 74^{\circ}46'30'' \text{ Lt.}$
 $I_s = 1,119.22'$
 $\Delta_c = 66^{\circ}10'30''$
 $D_c = 4^{\circ}18'$
 $I_c = 868.26'$
 $L_c = 1,538.95'$
 $K_c = 1,332.56'$
 $\theta_s = 4^{\circ}18'$
 $L_s = 200.0'$

REVISIONS		
2-11-63	Revised Parcel 1	AW
1-6-64	Corrected Pl of Bag 1 Rev	FC
3-23-64	Rev. Par 1 Revised	AW
8-10-64	Added 1-B	FC
3-4-77	Chg. PB to E-1A-Add Well Rt. 57300	DJ

Appr. to Project
 $\Delta = 32^\circ 15' \text{ Lt.}$
 $F = 337.4'$
 $F_2 = 476.0'$
 $\Delta_c = 20^\circ 45'$
 $D_c = 5^\circ 00'$
 $T_c = 251.4'$
 $L_c = 495.0'$
 $R_c = 1,146.0'$
 $\theta_s = 7^\circ 30'$
 $L_s = 300.0'$

PRES. RD.
Δ = 41° 15' LT.
D = 4° 00'
T = 539.1'
L = 1031.3'
R = 1432.5'

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 25-1(37) 0	3

RIGHT OF WAY
RATON PASS-NORTH

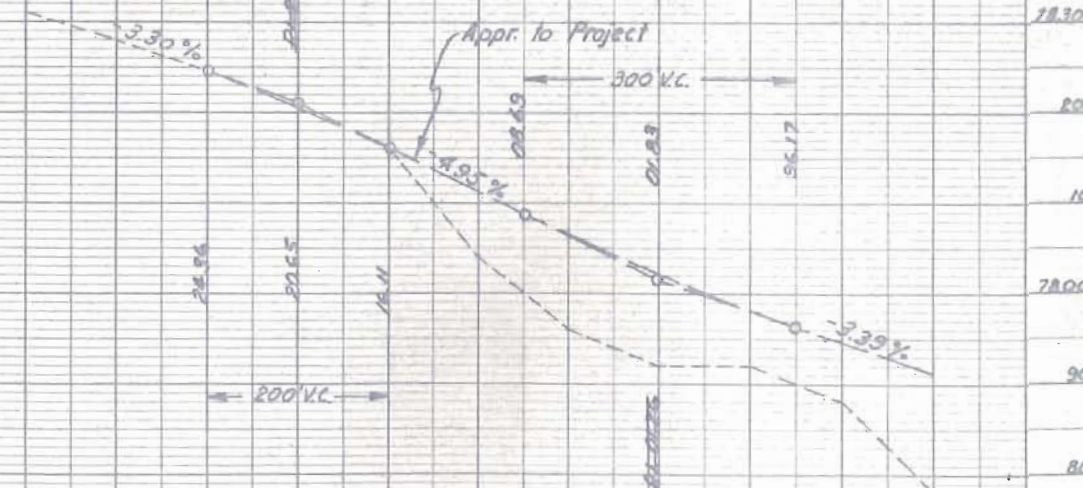
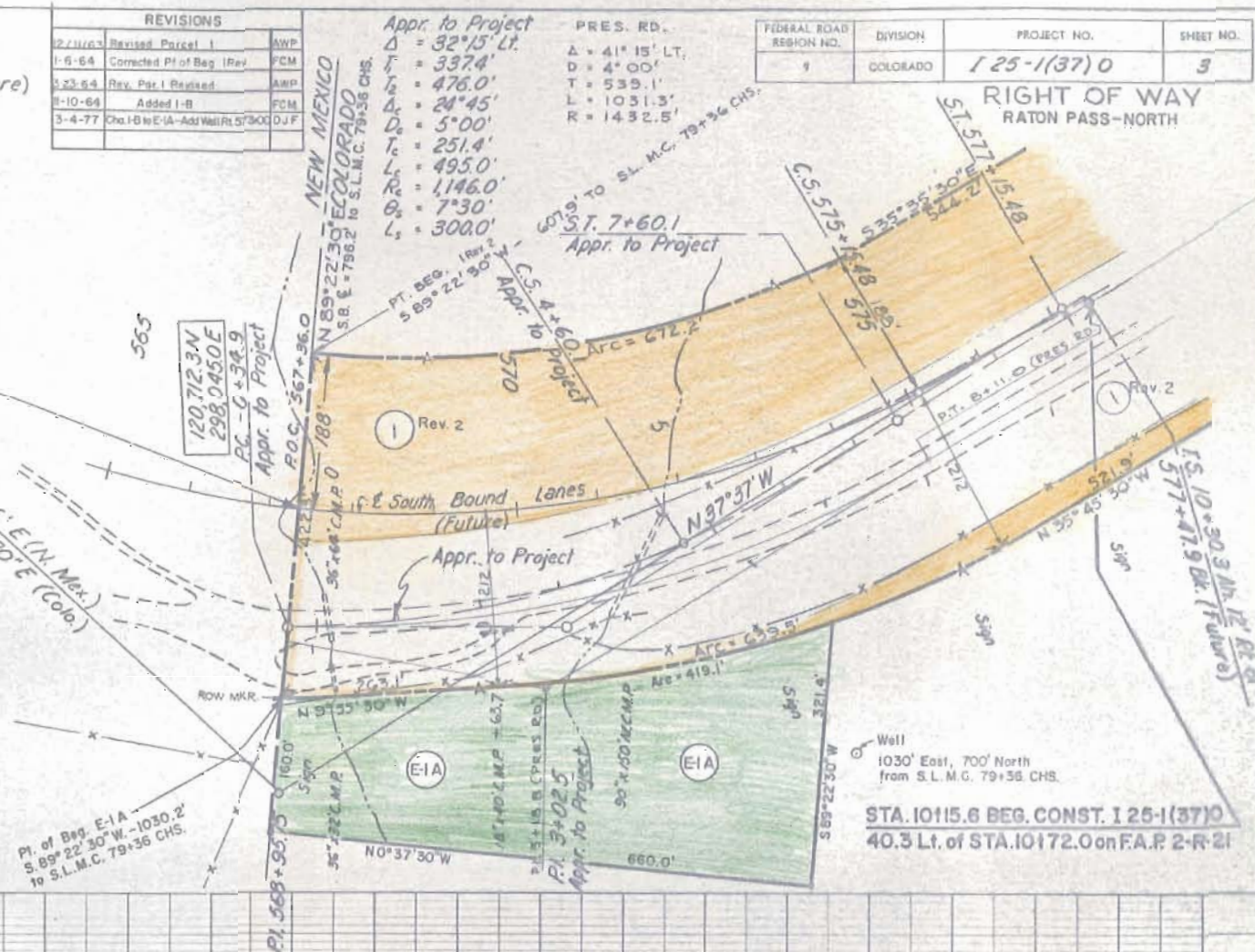
STA. 567+36.0 BEGIN R.O.W. I-25-1(37)0
= COLO. - NEW MEXICO STATE LINE

E-1A C F & I STEEL CORPORATION
Formerly
(COLORADO FUEL AND IRON CORPORATION)
A Colorado Corporation

Rev. 2
1 COLORADO FUEL & IRON CORPORATION

NOTE

PAR. E-1A Was Formerly Par. I-B and was
Deeded as Par. No. E-1A to The Department
of Highways, State of Colorado, Recorded
in Book 705, Page 149, Las Animas Co. Records.



REVISIONS		
2/11/63	Revised Project	AWP
1-6-64	Corrected Proj. Beg. (Pwy)	FCM
3-23-64	Rev. Par. I Revised	AWP
11-10-64	Added I-B	FCM

Appr. to Project
 $\Delta = 32^{\circ}15' \text{ Lt.}$
 $T = 337.4'$
 $L = 476.0'$
 $D_s = 24^{\circ}45'$
 $D_c = 5^{\circ}00'$
 $T_c = 251.4'$
 $L_c = 495.0'$
 $R_c = 1,146.0'$
 $\theta_s = 7^{\circ}30'$
 $L_s = 300.0'$

PRES. RD.
 $\Delta = 41^{\circ}15' \text{ LT.}$
 $D = 4^{\circ}00'$
 $T = 539.1'$
 $L = 1031.3'$
 $R = 1432.5'$

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	125-1(37)0	3

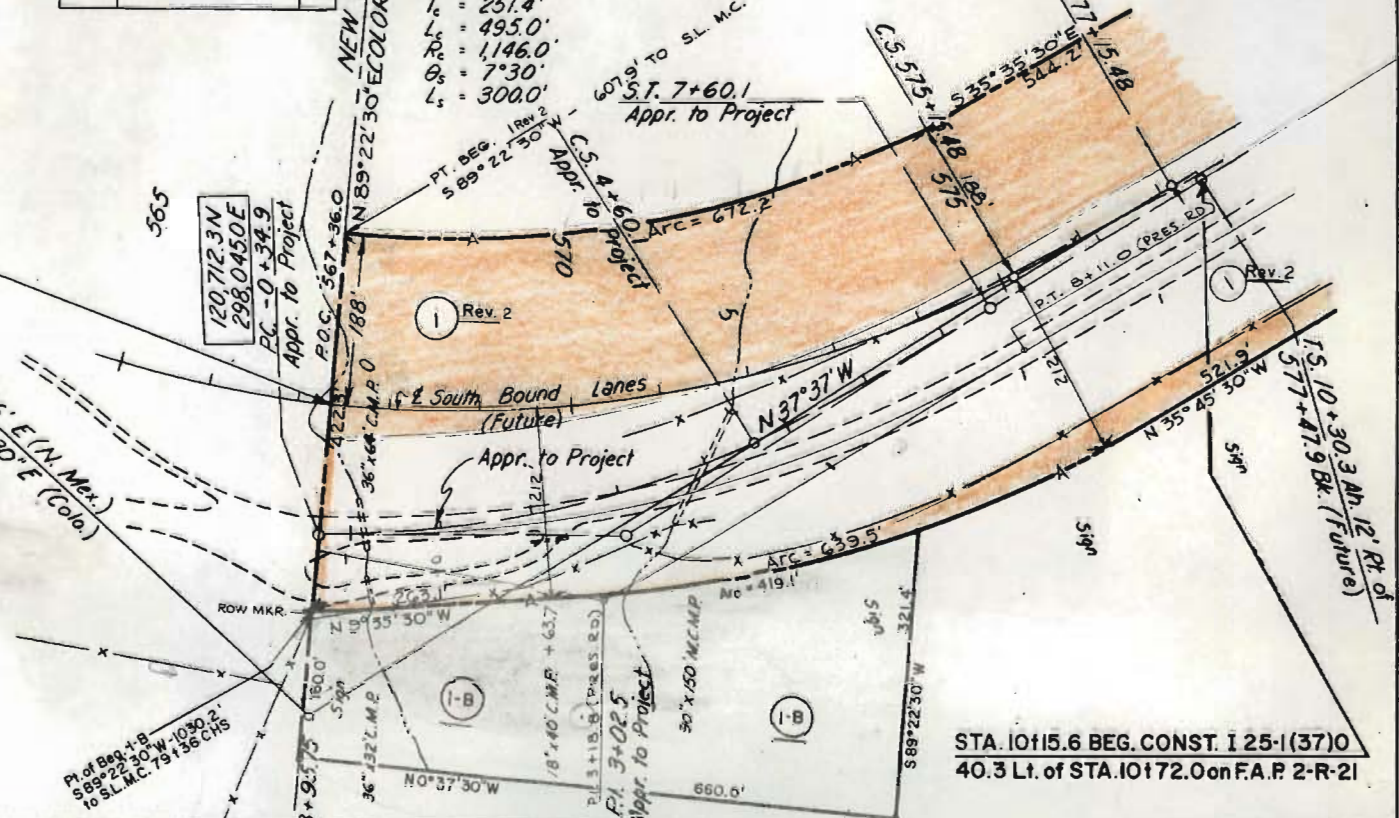
RIGHT OF WAY
RATON PASS-NORTH

South Bound (Future)
 $\Delta = 74^{\circ}46'30'' \text{ Lt.}$
 $T = 1,119.22'$
 $L = 66^{\circ}10'30''$
 $D_s = 4^{\circ}18'$
 $T_c = 868.26'$
 $L_c = 1,538.95'$
 $R_c = 1,332.56'$
 $\theta_s = 4^{\circ}18'$
 $L_s = 200.0'$

STA. 567+36.0 BEGIN R.O.W. 125-1(37)0
= COLO. - NEW MEXICO STATE LINE

1-B
1
Rev.2
COLO. FUEL & IRON CORP.

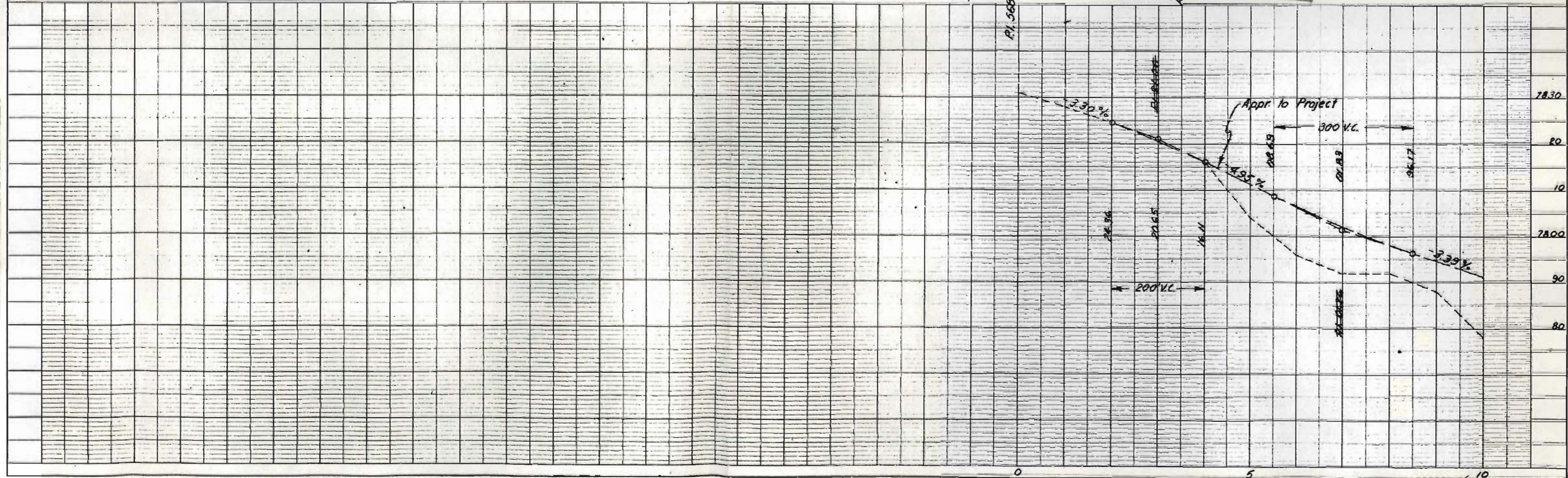
SUPPLEMENTED



STA. 1015.6 BEG. CONST. 125-1(37)0
40.3 Lt. of STA. 10172.0 on F.A.P. 2-R-21

PLAN
DATE
BY
NO. OF REVISIONS

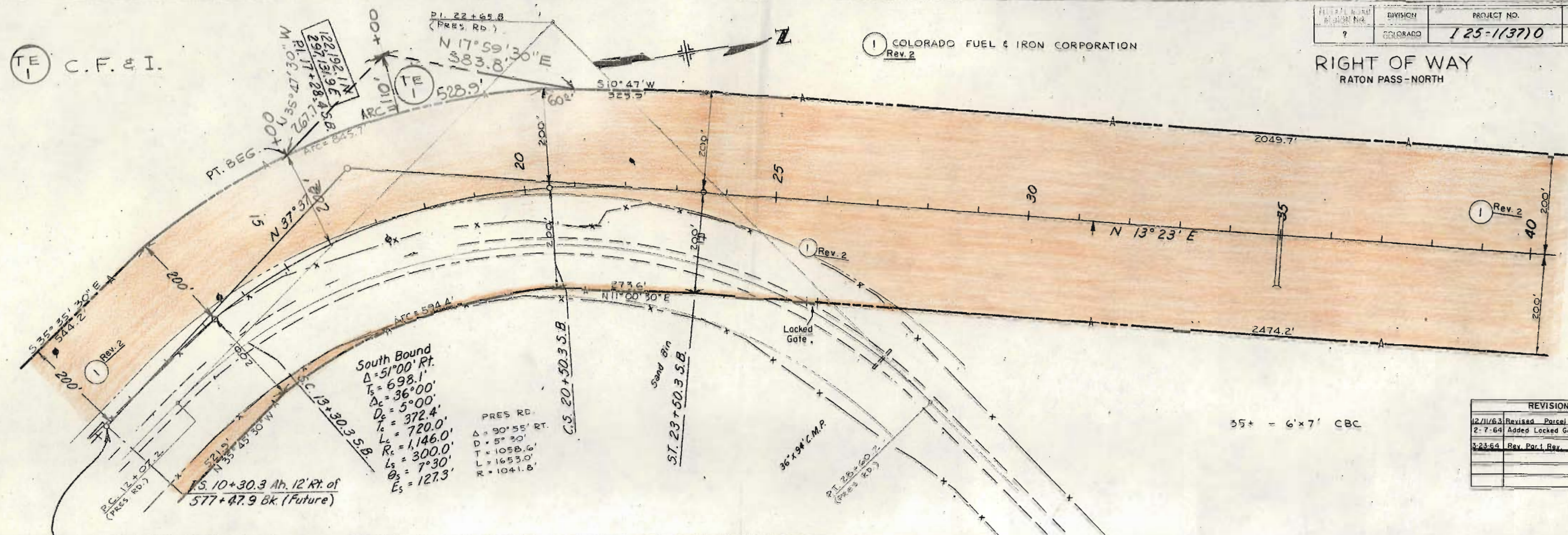
PLAN
DATE
BY
NO. OF REVISIONS



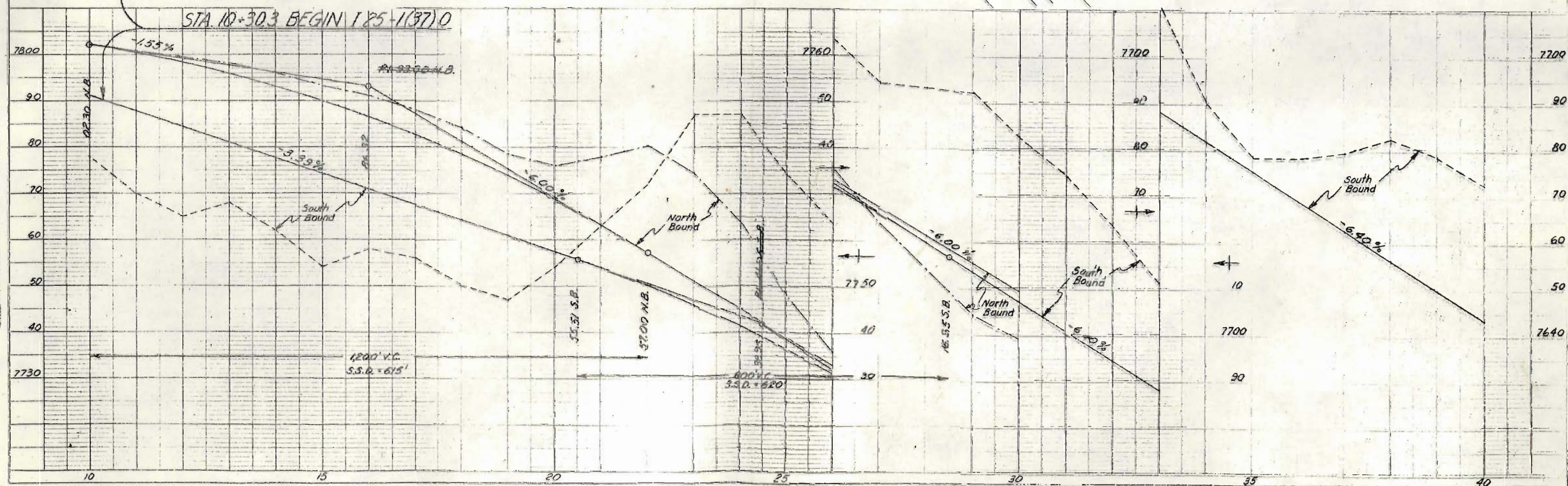
TE C.F. & I.

1 COLORADO FUEL & IRON CORPORATION
Rev. 2

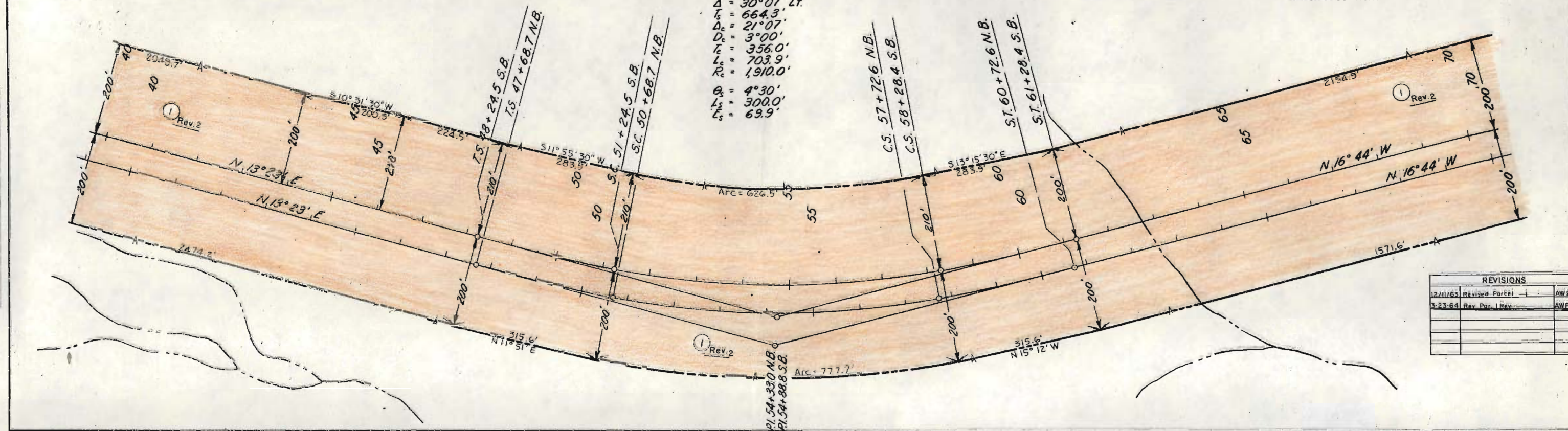
RIGHT OF WAY
RATON PASS-NORTH



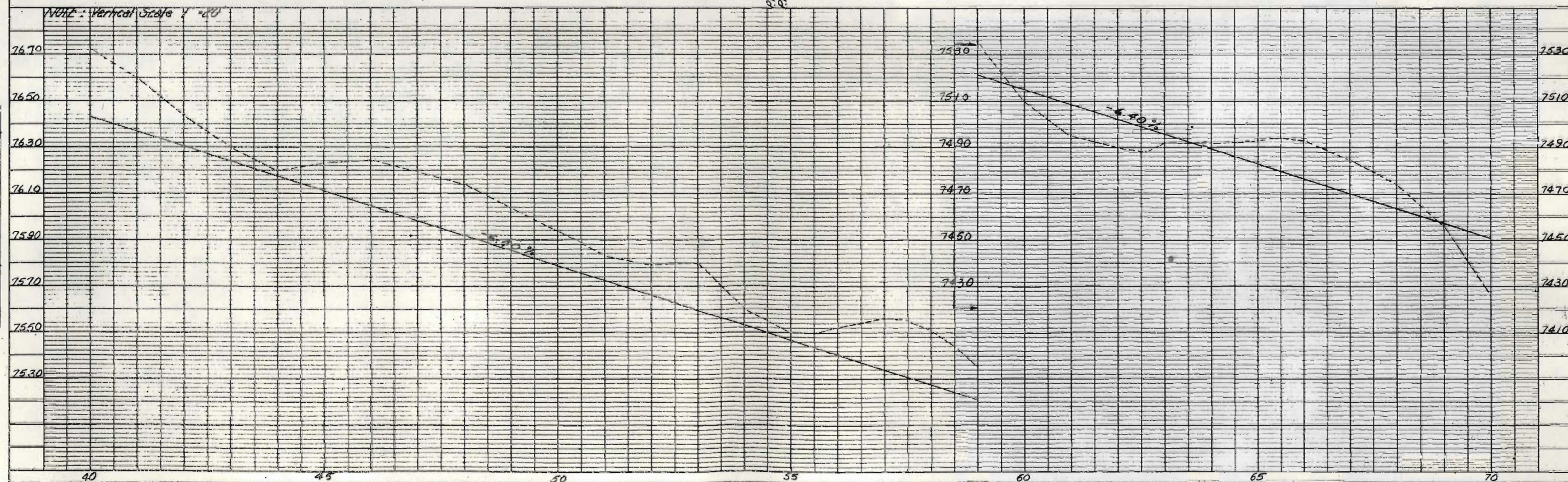
REVISIONS		
12/11/63	Revised Parcel 1	AV
2-7-64	Added Locked Gate	D.
3-23-64	Rev. Par. 1, Rev.	AV



North & South Bound Lanes

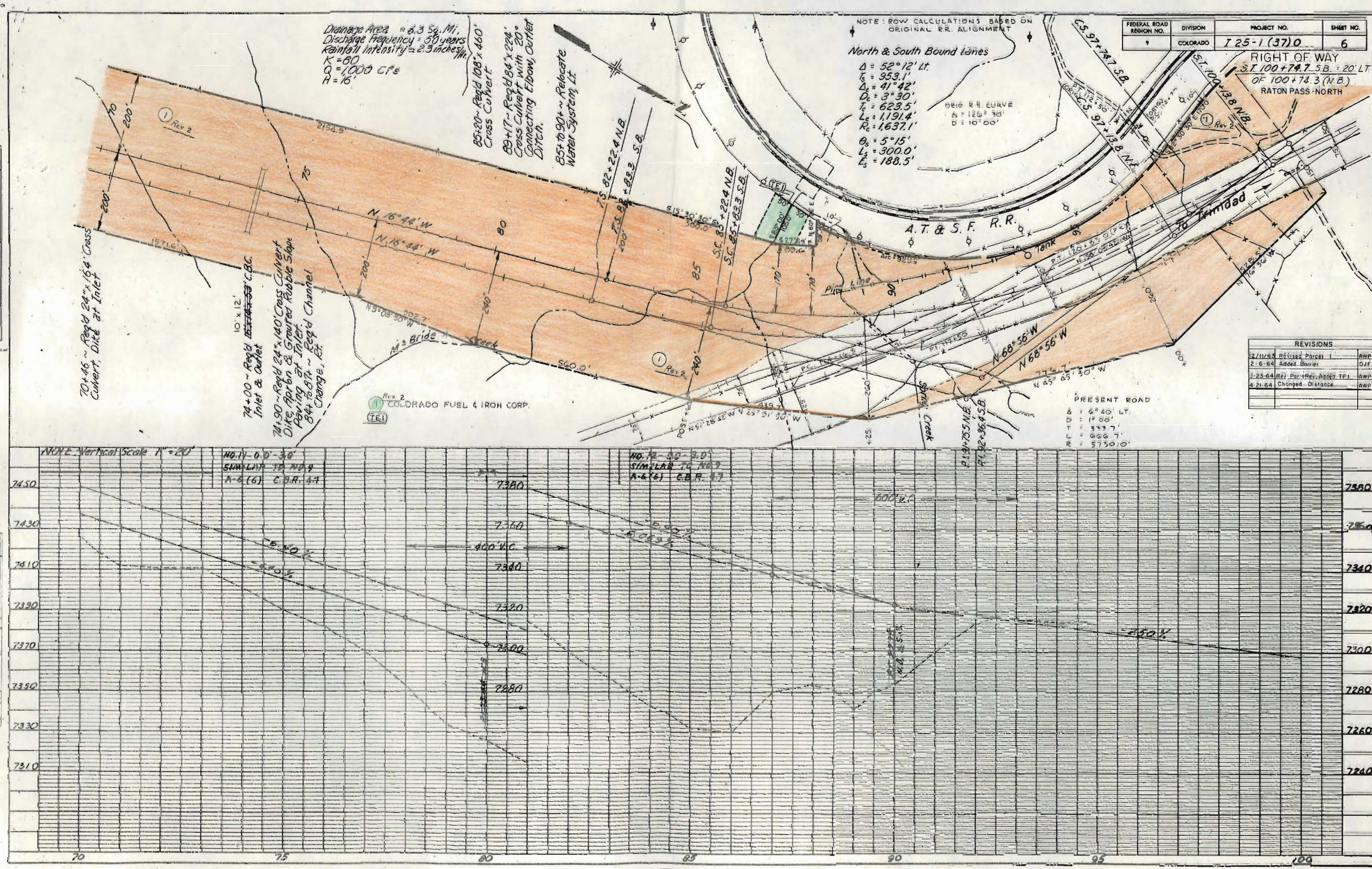
$$\begin{aligned}\Delta &= 30^{\circ}07' \text{ Lt.} \\ T_s &= 664.3' \\ \Delta_c &= 21^{\circ}07' \\ D_c &= 3^{\circ}00' \\ T_c &= 356.0' \\ L_c &= 703.9' \\ R_c &= 1,910.0' \\ \theta_s &= 4^{\circ}30' \\ L_s &= 300.0' \\ E_s &= 69.9'\end{aligned}$$


REVISIONS		
12/11/63	Revised Parcel	AWF
3-23-64	Rev. Par. 1 Rev.	AWF



PLAN	DATE
DESIGNED	
PLATTED	
NOTED	
BY	

PROFILE	DATE
DESIGNED	
PLATTED	
NOTED	
BY	



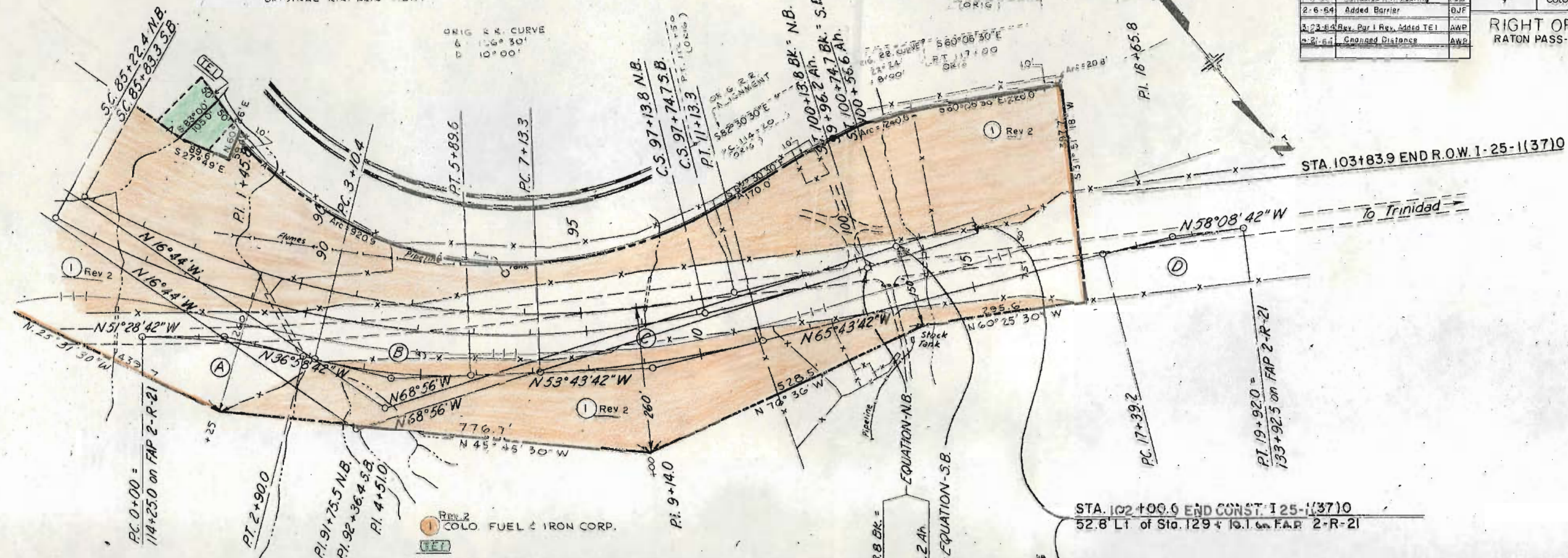
NOTE: ROW CALCULATIONS BASED ON
ORIGINAL R.R. ALIGNMENT

ORIG. R.R. CURVE
Δ = 14° 30'
D = 10° 00'

REVISIONS			FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
12/11/63	Revised Parcel	AWP	9	COLORADO	125-1(37)0	7
1-6-64	Corrected R.R. Bearing	FCM				
2-6-64	Added Barrier	BJF				
3-23-64	Rev. Par. 1 Rev. Added TEI	AWP				
4-21-64	Changed Distance	AWP				

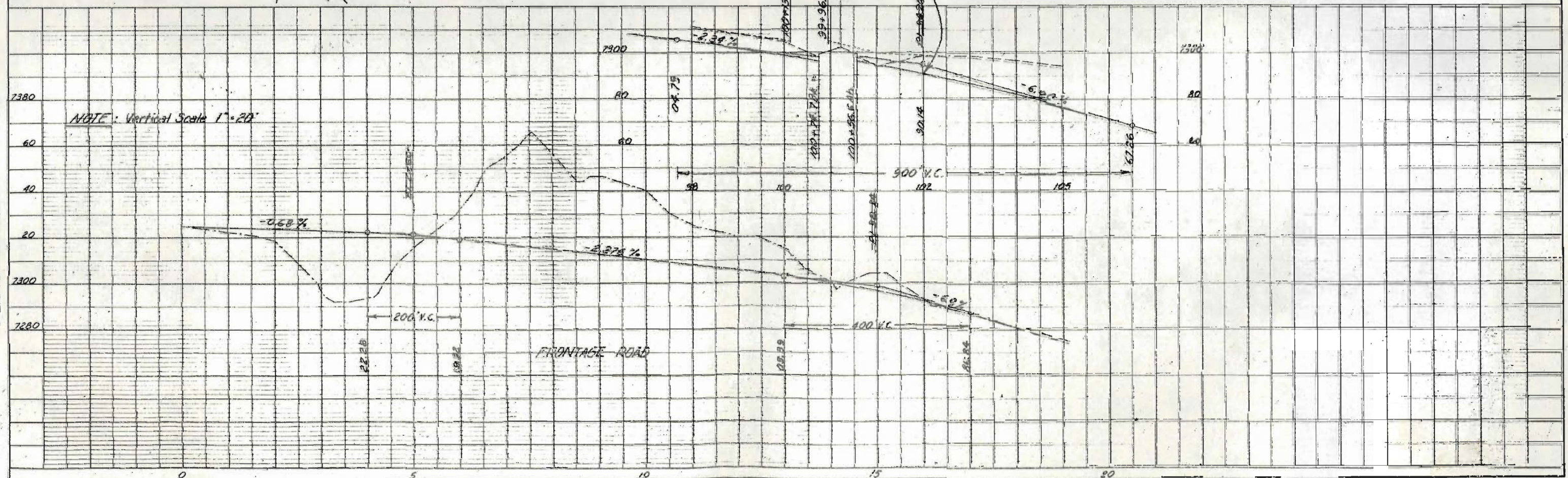
RIGHT OF WAY
RATON PASS-NORTH

- ①
Δ = 14° 30' Rt.
D = 5° 00'
T = 145.8'
L = 290.0'
R = 1,146.0'
- ②
Δ = 16° 45' Lt.
D = 6° 00'
T = 140.6'
L = 279.2'
R = 955.0'
- ③
Δ = 12° 00' Lt.
D = 3° 00'
T = 200.7'
L = 400.0'
R = 1,910.0'
- ④
Δ = 7° 35' Rt.
D = 3° 00'
T = 126.6'
L = 252.8'
R = 1,910.0'



STA. 102+00.0 END CONST. 125-1(37)0
52.8' LT. of Sta. 129+10.1 on FAP 2-R-21

NOTE: Vertical Scale 1"=20'



PLAN	DATE
DESIGNED	
DRAWN	
CHECKED	
APPROVED	

PROFILE	DATE
DESIGNED	
DRAWN	
CHECKED	
APPROVED	

APR 14 1964

NOV 18 1964



NOV 18 1964

NOV 18 1964

MICROFILMED

FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	125-1(37)0	9	

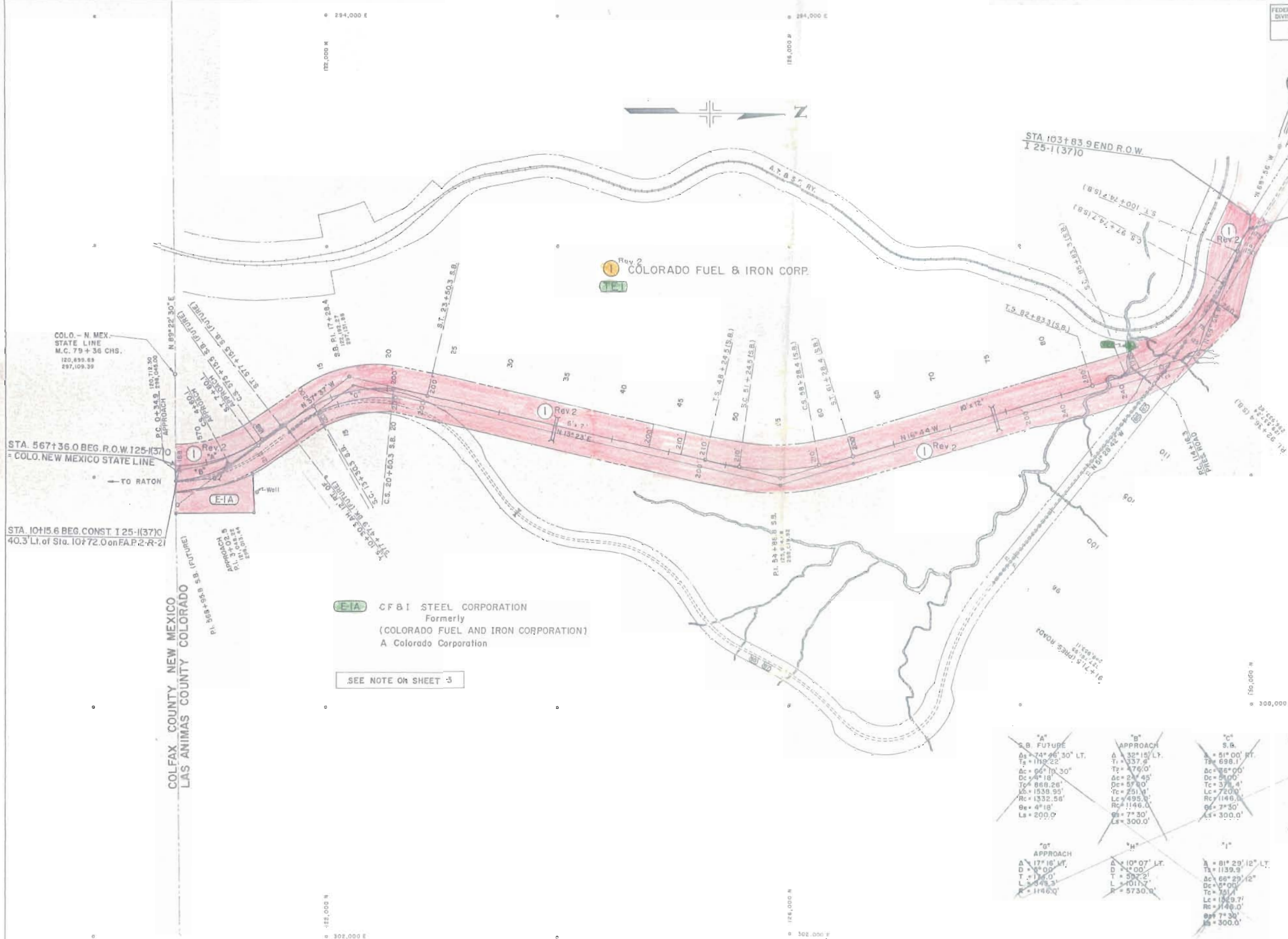
RIGHT OF WAY OWNERSHIP MAP PLAT

SHOWING CLAIMANTS WITH
REGARD TO RIGHT OF WAY
FOR PROJECT: 125-1(37)0
ORIGINAL SCALE 1" = 400'

STA. 102+00 END CONST. 125-1(37)0
52.8' Lt. of Sta. 129+19.1 on FAP 2-R-21

INTERCHANGE (FUTURE)
115+

REVISIONS		
12/11/53	Revised Parcel 1	AWP
1/23/54	Added TEL Rev. Part 1 Rev.	AWP
1-10-54	Added 1-B	FCM
3-4-77	Change EIA-Add with R 573-00	DJF



EIA CF&I STEEL CORPORATION
Formerly
(COLORADO FUEL AND IRON CORPORATION)
A Colorado Corporation

SEE NOTE ON SHEET 3

A S.B. FUTURE APPROACH	*B* S.B. FUTURE APPROACH	*C* S.B. FUTURE APPROACH	*D* S.B. FUTURE APPROACH	*E* S.B. FUTURE APPROACH	*F* S.B. FUTURE APPROACH
Δ = 74° 46' 30" LT. T = 1102.22' Ac = 66' 10' 30" Dc = 868.28' Lc = 1539.95' Rc = 1332.56' O = 4° 18' Ls = 200.0'	Δ = 32° 15' LT. T = 337.9' Ac = 76.0' Dc = 244.45' Lc = 251.0' Rc = 495.0' O = 7° 30' Ls = 300.0'	Δ = 51° 00' RT. T = 698.1' Ac = 85° 00' Dc = 900.0' Lc = 720.0' Rc = 1146.0' O = 7° 30' Ls = 300.0'	Δ = 76° 00' RT. T = 1047.8' Ac = 81° 00' Dc = 900.0' Lc = 720.0' Rc = 1146.0' O = 7° 30' Ls = 300.0'	Δ = 51° 27' LT. T = 554.0' Ac = 18° 27' Dc = 4° 00' Lc = 149.5' Rc = 1432.5' O = 6° 00' Ls = 300.0'	Δ = 16° 11' LT. T = 4° 00' Ac = 202.7' Lc = 404.6' Rc = 442.5' O = 6° 00' Ls = 300.0'
G S.B. FUTURE APPROACH	*H* S.B. FUTURE APPROACH	*I* S.B. FUTURE APPROACH			
Δ = 17° 16' LT. T = 176.0' L = 349.3' R = 1146.0'	Δ = 10° 07' LT. T = 4° 00' L = 1011.2' R = 5730.0'	Δ = 81° 29' 12" LT. T = 1139.9' Ac = 68° 29' 12" Dc = 8° 00' Lc = 1869.7' Rc = 1146.0' O = 7° 30' Ls = 300.0'			

RIGHT OF WAY RATION PASS-NORTH OWNERSHIP MAP PLAT

SHOWING CLAIMANTS WITH
REGARD TO RIGHT OF WAY
FOR PROJECT: 125-1 (37) O
ORIGINAL SCALE 1" = 400'

STA. 102+00 ENDCONST. 1 25-1(37)0
52.8' Lt. of Sta. 129+19.1 on F.A.P. 2-R-21

INTERCHANGE (FUTURE)
115+

REVISIONS		
12/11/63	Revised Parcel 1	A
3/23/64	Added TEI, Rev. Par. I Rev	A
11-10-64	Added I-B	F

SUPERSEDED

