

TITLE SHEET

INDEX OF SHEETS

SHEET NO.

- 1 TITLE SHEET
- 2-2-A TABULATION OF PROPERTIES
- 3-20 PLAN AND PROFILE SHEETS
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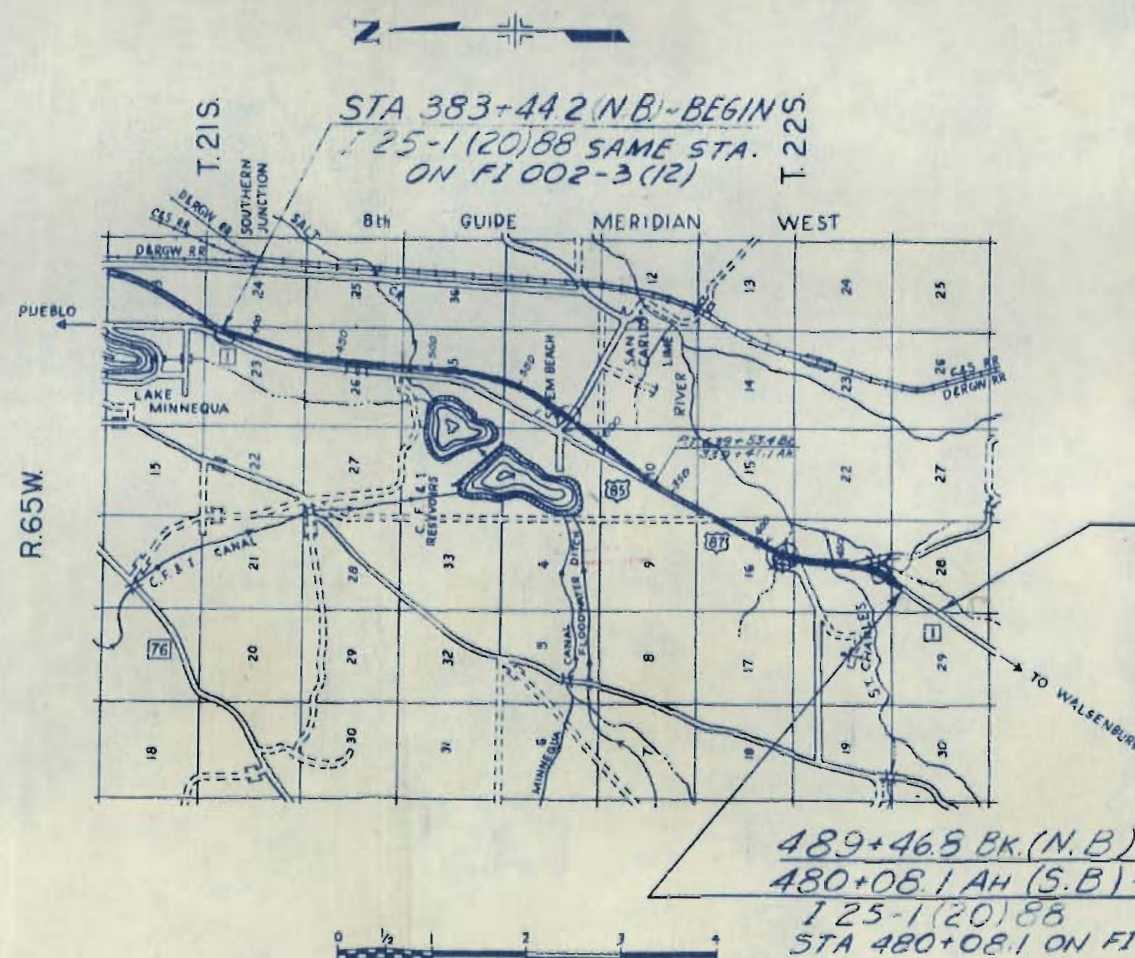
# COLORADO DEPARTMENT OF HIGHWAYS

## PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. I 25-1 (20) 88 STATE HIGHWAY NO. + 25 PUEBLO COUNTY

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 42,898.8 FEET - 8.125 MI. R.O.W.  
NET LENGTH OF PROJECT 41,998.8 FEET - 7.954 MI. R.O.W.

### RIGHT OF WAY



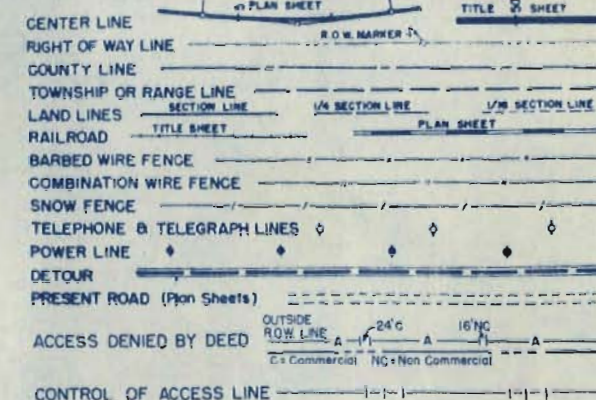
SCALE

| REVISIONS |            |     |
|-----------|------------|-----|
| NO.       | PROJ. NAME | JLS |
|           |            |     |
|           |            |     |
|           |            |     |
|           |            |     |

| FEDERAL ROAD DIVISION NO. | DISTRICT | PROJ. NO.      | SHEET NO. | TOTAL SHEETS |
|---------------------------|----------|----------------|-----------|--------------|
| 9                         | COLORADO | I 25-1 (20) 88 | 1         |              |

RIGHT OF WAY  
PUEBLO - ST. CHARLES RIVER

### CONVENTIONAL SIGNS



DO NOT REMOVE  
FILE COPY

DO NOT REMOVE  
FILE COPY

STA. 501+98.6 on I 25-1 (20) 88  
END of R.O.W.

489+46.8 BK. (N.B.)  
480+08.1 AH (S.B.) - END CONST.  
I 25-1 (20) 88  
STA 480+08.1 ON FI 002-3 (9) UNIT 1

R. O. W. TABULATION OF PROPERTIES IN PUEBLO COUNTY S.H. No. 1 PROJ. I-25-1(20) 88

| FEDERAL ROAD<br>DIVISION NO. | DISTRICT | PROJ. NO.     | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------------------|----------|---------------|--------------|-----------------|
| 9                            | COLORADO | I-25-1(20) 88 | 2            |                 |

RIGHT OF WAY PUEBLO-ST. CHARLES RIVER

| PARCEL NO. | OWNER                                                                          | ADDRESS | LOCATION                                                                                   | AREA IN ACRES    |        |                |  |  |  |  | REVISIONS |  |         |        | NO.                                            |        |
|------------|--------------------------------------------------------------------------------|---------|--------------------------------------------------------------------------------------------|------------------|--------|----------------|--|--|--|--|-----------|--|---------|--------|------------------------------------------------|--------|
|            |                                                                                |         |                                                                                            |                  | PARCEL | TO BE ACQUIRED |  |  |  |  |           |  | 5-17-60 | Delete |                                                | TE's   |
|            |                                                                                |         | T. 21 S., R. 65 W.                                                                         |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         | SECTION 23                                                                                 |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 1 Rev.     | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | ALL OF SEC. 23 (EXCEPT 30' R.O.W. STEPHEN'S DITCH)                                         | 640 <sup>±</sup> | 45.856 | 39.143         |  |  |  |  |           |  |         |        |                                                | 1 Rev. |
| 1-A        | COLORADO STATE DEPARTMENT OF HIGHWAYS, DIVISION OF HIGHWAYS, STATE OF COLORADO |         | SE 1/4 SEC. 23                                                                             |                  | 2.410  | 2.410          |  |  |  |  |           |  |         |        | RETURNED TO COLORADO FUEL AND IRON CORPORATION | 1-A    |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         | SECTION 26                                                                                 |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 2          | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | N 1/2, SE 1/4                                                                              | 480 <sup>±</sup> | 54.552 | 42.110         |  |  |  |  |           |  |         |        |                                                | 2      |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         | SECTION 35                                                                                 |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 3          | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | N 1/2                                                                                      |                  | 20.146 | 14.808         |  |  |  |  |           |  |         |        |                                                | 3      |
| 3-A        | COLORADO & WYOMING RAILWAY CO., RESERVOIR BRANCH                               |         | N 1/2                                                                                      |                  | 1.885  | 1.440          |  |  |  |  |           |  |         |        |                                                | 3A     |
| 3-B        | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | E 1/2, NE 1/4 OF SW 1/4, SE 1/4 OF NW 1/4                                                  |                  | 8.244  | 7.857          |  |  |  |  |           |  |         |        |                                                | 3B     |
| 3-C        | COLORADO & WYOMING RAILWAY CO., QUARRY BRANCH                                  |         | E 1/2, NE 1/4 OF SW 1/4, SE 1/4 OF NW 1/4                                                  |                  | 2.125  | 1.294          |  |  |  |  |           |  |         |        |                                                | 3C     |
| 3-D        | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | E 1/2, SE 1/4 OF NW 1/4, NE 1/4 OF SW 1/4, SE 1/4 OF SW 1/4                                |                  | 17.973 | 16.228         |  |  |  |  |           |  |         |        |                                                | 3D     |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| ER-3       | COLO. & WYO Rwy CROSSING                                                       |         | NW 1/4 NE 1/4                                                                              |                  | 0.973  | 0.973          |  |  |  |  |           |  |         |        | PERMANENT EASEMENT                             | ER-3   |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 4 Rev.     | THE COLORADO FUEL & IRON CORP. A COLO. CORP.                                   |         | SEC. 2 T. 22 S. R. 65 W. All sec. 2 (except 2 tracts to Daisy Fortwangler & C.W. R.R. Co.) |                  | 35.790 | 34.481         |  |  |  |  |           |  |         |        |                                                | 4 Rev. |
| 4A         | THE COLORADO FUEL & IRON CORP. A COLO. CORP.                                   |         | SW 1/4 SEC. 2                                                                              |                  | 0.297  | 0.297          |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 5 Rev.     | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | SECTION 3 E 1/2 (EXCEPT TRACT TO DAISY FORTWANGLER)                                        |                  | 22.875 | 22.875         |  |  |  |  |           |  |         |        |                                                | 5 Rev. |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         | SECTION 10                                                                                 |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 6          | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | ALL SEC. 10                                                                                | 640 <sup>±</sup> | 50.802 | 38.750         |  |  |  |  |           |  |         |        |                                                | 6      |
| TE-6       | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | ALL SEC. 10                                                                                |                  | 0.344  | 0.344          |  |  |  |  |           |  |         |        | TEMPORARY EASEMENT                             | TE-6   |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         | SECTION 15                                                                                 |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 7          | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | N 1/2, N 1/2 OF SE 1/4, SE 1/4 OF SW 1/4                                                   | 440 <sup>±</sup> | 8.467  | 6.177          |  |  |  |  |           |  |         |        |                                                | 7      |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         | SECTION 16                                                                                 |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 8          | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | ALL SEC. 16                                                                                | 640 <sup>±</sup> | 47.131 | 33.523         |  |  |  |  |           |  |         |        |                                                | 8      |
| E-8        | THE COLORADO FUEL & IRON CORPORATION, A COLO. CORP.                            |         | ALL SEC. 16                                                                                |                  | 0.803  | 0.803          |  |  |  |  |           |  |         |        | PERMANENT EASEMENT                             | E-8    |
| TE-8A      | THE COLORADO FUEL & IRON CORP., A COLO. CORP.                                  |         | ALL SEC. 16                                                                                |                  | 1.837  | 1.837          |  |  |  |  |           |  |         |        | TEMPORARY EASEMENT                             | TE-8A  |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         | SECTION 21                                                                                 |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
| 9          | PETE OMLANSKY & BERTHA OMLANSKY                                                |         | NE 1/4, NW 1/4 OF SE 1/4, SE 1/4 OF NW 1/4                                                 |                  | 13.823 | 13.823         |  |  |  |  |           |  |         |        |                                                | 9      |
| 9-A        | PETE OMLANSKY & BERTHA OMLANSKY                                                |         | NE 1/4, NW 1/4 OF SE 1/4, SE 1/4 OF NW 1/4                                                 |                  | 2.633  | 2.633          |  |  |  |  |           |  |         |        |                                                | 9A     |
| 10         | DELETED                                                                        |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                | 10     |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
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|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
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|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        |                                                |        |
|            |                                                                                |         |                                                                                            |                  |        |                |  |  |  |  |           |  |         |        | </                                             |        |

PROJ. I-25-1(20) 88

RIGHT OF WAY PUEBLO-ST. CHARLES RIVER

| PARCEL NO. | OWNER                           | ADDRESS | LOCATION                                                        | AREA IN ACRES |                |  |  |  |  | REVISIONS |                    |  |
|------------|---------------------------------|---------|-----------------------------------------------------------------|---------------|----------------|--|--|--|--|-----------|--------------------|--|
|            |                                 |         |                                                                 | PARCEL        | TO BE ACQUIRED |  |  |  |  |           |                    |  |
|            |                                 |         | T. 22 S., R. 65 W.                                              |               |                |  |  |  |  |           |                    |  |
|            |                                 |         | SECTION 21                                                      |               |                |  |  |  |  |           |                    |  |
| 11         | HENRY E. LEE & HELEN M. LEE     |         | PART OF SE 1/4 OF NW 1/4                                        | 0.157         | 0.157          |  |  |  |  |           |                    |  |
| 12         | PETE OMLANSKY & BERTHA OMLANSKY |         | NW 1/4 OF SE 1/4                                                | 1.956         | 1.956          |  |  |  |  |           |                    |  |
| 13         | JESSIE C. BOSEKER               |         | PART OF SE 1/4 OF SW 1/4                                        | 6.007         | 6.007          |  |  |  |  |           |                    |  |
| 14         | STATE OF COLORADO               |         | SW 1/4 OF SE 1/4                                                | 5.826         | 5.427          |  |  |  |  |           |                    |  |
| 15         | ELMER P. WHITE                  |         | SW 1/4 (EXCEPT TRACT TO JESSIE C. BOSEKER)                      | 10.498        | 10.498         |  |  |  |  |           |                    |  |
| 15-A       | ELMER P. WHITE                  |         | PART OF SW 1/4                                                  | 0.343         | 0.343          |  |  |  |  |           |                    |  |
| 15-B       | ELMER P. WHITE                  |         | SW 1/4 (EXCEPT SE 1/4 OF SW 1/4 THE TRACT TO JESSIE C. BOSEKER) | 8.742         | 6.681          |  |  |  |  |           |                    |  |
| E-15       | ELMER P. WHITE                  |         | SE 1/4 of NW 1/4 & the SW 1/4 SECTION 28                        | 13.436        | 13.436         |  |  |  |  |           | PERMANENT EASEMENT |  |
| 16         | STATE OF COLORADO               |         | NW 1/4                                                          | 2.230         | 2.230          |  |  |  |  |           |                    |  |
| 16-A       | STATE OF COLORADO               |         | NW 1/4                                                          | 5.759         | 5.759          |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
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|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
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|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
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|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
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|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |
|            |                                 |         |                                                                 |               |                |  |  |  |  |           |                    |  |

SW 1/4 SEC. 13  
T. 21 S., R. 65 W.

NW 1/4 SEC. 24  
T. 21 S., R. 65 W.

| REVISIONS |                            |        |                                          |       |              |           |
|-----------|----------------------------|--------|------------------------------------------|-------|--------------|-----------|
| DATE      | PROJECT NAME               | JLS    | FED. ROAD DIV. NO.                       | DIST. | PROJ. NO.    | SHEET NO. |
| 1-10-61   |                            |        |                                          |       |              |           |
| 7-18-86   | Revise Access Point Rev. 2 | D.P.T. | 9                                        | COLO. | I-25-1(20)88 | 3         |
|           |                            |        | RIGHT OF WAY<br>PUEBLO-ST. CHARLES RIVER |       |              |           |

NOTE—The bearings shown on these  
Drawings are rotated 1° 00' Rt.  
from the bearings used on  
Project FI-002-3(12)

Dc = 2° 00'  
Es = 2° 30'  
Ls = 250.0'  
LT = 166.68'  
ST = 83.35'  
Xc = 249.95'  
Yc = 3.64'

TO PUEBLO

B.M.  
Brass Cap on N.W. Corner of Overpass  
Elev. 4858.62

NOTE: See sheet 21 for  
revised access  
Par. 1 Rev. 2

NE 1/4 SEC. 23  
T. 21 S., R. 65 W.  
B.M. No. 1  
H.A.C. 160. 323+44.2  
Elev. 4842.24

370

375

380

385

(N.B. Survey)  
 $\Delta = 22^\circ 45'$  L.I.  
 $T_s = 701.5'$   
 $D_c = 17^\circ 45'$   
 $T_c = 447.35'$   
 $L_c = 887.5'$   
 $R_c = 2865.0'$   
 $\theta_s = 2^\circ 30'$   
 $L_s = 250.0'$   
 $L_T = 166.68'$   
 $S_T = 83.35'$   
 $X_c = 249.9'$   
 $Y_c = 3.64'$

(S.B. Proj.)  
 $\Delta = 34^\circ 02'$  L.I.  
 $T_1 = 1247.2'$   
 $T_2 = 1140.9'$   
 $\Delta = 15^\circ 38'$   
 $D_1 = 1^\circ 15'$   
 $T_1 = 629.3'$   
 $L_1 = 1250.67'$   
 $R_1 = 4584.0'$   
 $\Delta = 15^\circ 24'$   
 $D_2 = 2^\circ 00'$   
 $T_2 = 464.0'$   
 $L_2 = 770.0'$   
 $R_2 = 2865.0'$   
 $\theta_s = 3^\circ 00'$   
 $L_s = 300.0'$   
 $L_T = 200.0'$   
 $S_T = 100.0'$

THE COLORADO FUEL & IRON CORPORATION,  
 A COLORADO CORP.

COLORADO STATE DEPARTMENT OF HIGHWAYS,  
 DIVISION OF HIGHWAYS, STATE OF COLORADO  
 RETURNED TO  
 COLORADO FUEL AND IRON CORPORATION,  
 A COLORADO CORPORATION

SE 1/4 SEC. 23  
 T.21S., R.65 W.

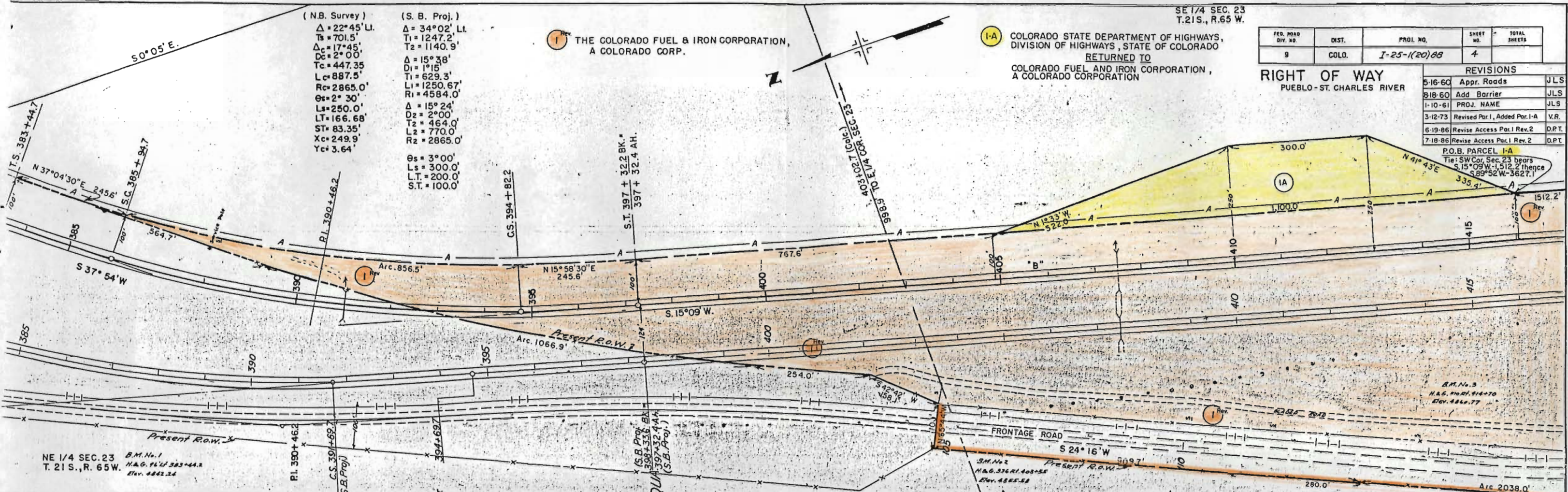
| FED. ROAD DIV. NO. | DIST. | PROJ. NO.    | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|--------------|-----------|--------------|
| 9                  | COLD. | I-25-1(20)88 | 4         |              |

| REVISIONS |                                     |
|-----------|-------------------------------------|
| 5-16-60   | Appr. Roads JLS                     |
| 8-18-60   | Add Barrier JLS                     |
| 1-10-61   | PROJ. NAME JLS                      |
| 3-12-73   | Revised Par. 1, Added Par. 1-A V.R. |
| 6-19-86   | Revise Access Par. 1 Rev. 2 D.P.T.  |
| 7-18-86   | Revise Access Par. 1 Rev. 2 D.P.T.  |

RIGHT OF WAY  
 PUEBLO-ST. CHARLES RIVER

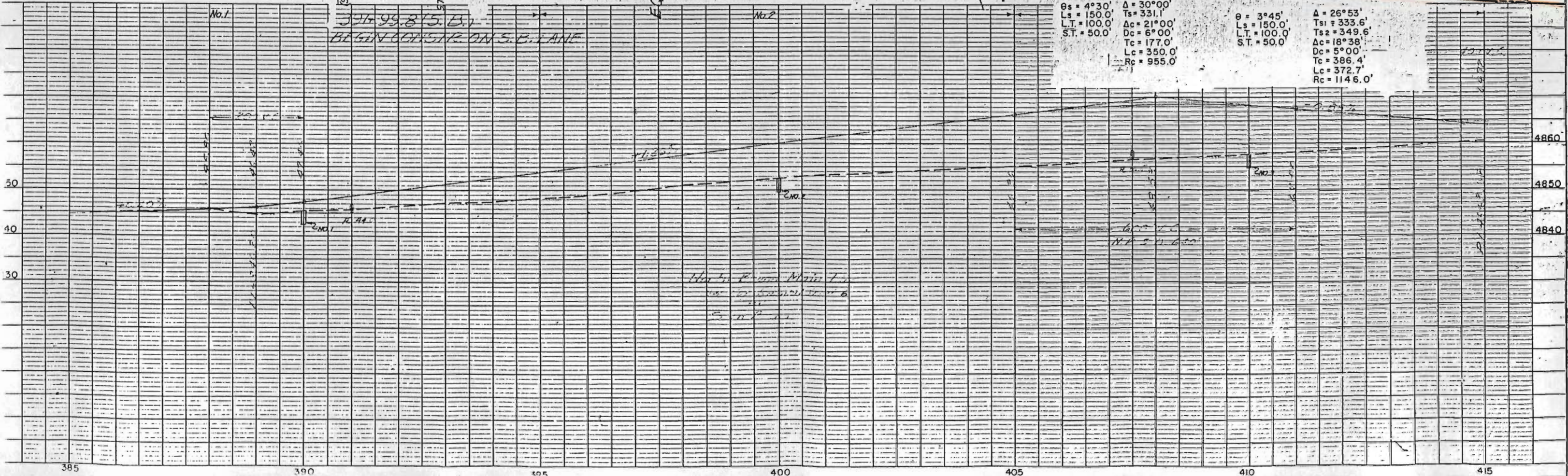
P.O.B. PARCEL 1-A  
 Tie: SW Cor. Sec. 23 bears  
 $S 15^\circ 09' W - 1512.2'$  thence  
 $S 89^\circ 52' W - 3627.1'$



NE 1/4 SEC. 23 B.M. No. 1  
 T.21S., R.65W.  
 Elev. 4842.24

$\theta_s = 4^\circ 30'$   $\Delta = 30^\circ 00'$   
 $L_s = 150.0'$   $T_s = 331.1'$   
 $L_T = 100.0'$   $D_c = 21^\circ 00'$   
 $S_T = 50.0'$   $T_c = 177.0'$   
 $L_c = 350.0'$   $R_c = 955.0'$

$\theta = 3^\circ 45'$   $\Delta = 26^\circ 53'$   
 $L_s = 150.0'$   $T_s = 333.6'$   
 $L_T = 100.0'$   $T_s = 349.6'$   
 $S_T = 50.0'$   $D_c = 5^\circ 00'$   
 $T_c = 386.4'$   
 $L_c = 372.7'$   
 $R_c = 1146.0'$



SE 1/4 SEC. 23  
T. 21S., R. 65W.

NE 1/4 SEC. 26  
T. 21S., R. 65W.

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.    | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|--------------|--------------|-----------------|
| 9                     | COLO. | I-25-1(20)88 | 5            |                 |

RIGHT OF WAY

PUEBLO-ST. CHARLES RIVER

| REVISIONS |                                |        |
|-----------|--------------------------------|--------|
| 8-18-60   | SERVICE ROAD                   | JLS    |
| 1-10-61   | PROJ. NAME                     | JLS    |
| 3-12-73   | Added Par. I-A, Revised Par. I | VR     |
| 6-19-86   | Revise Access Par. I Rev. 2    | D.P.T. |
| 7-18-86   | Revise Access Par. I Rev. 2    | D.P.T. |

THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

COLORADO STATE DEPARTMENT OF HIGHWAYS,  
DIVISION OF HIGHWAYS, STATE OF COLORADO  
RETURNED TO  
COLORADO FUEL AND IRON CORPORATION,  
A COLORADO CORPORATION

THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

$\Delta = 11^\circ 23' \text{ L.L.}$   
 $D = 1^\circ 00'$   
 $T = 571.1'$   
 $L = 1138.3'$   
 $R = 5730.0'$

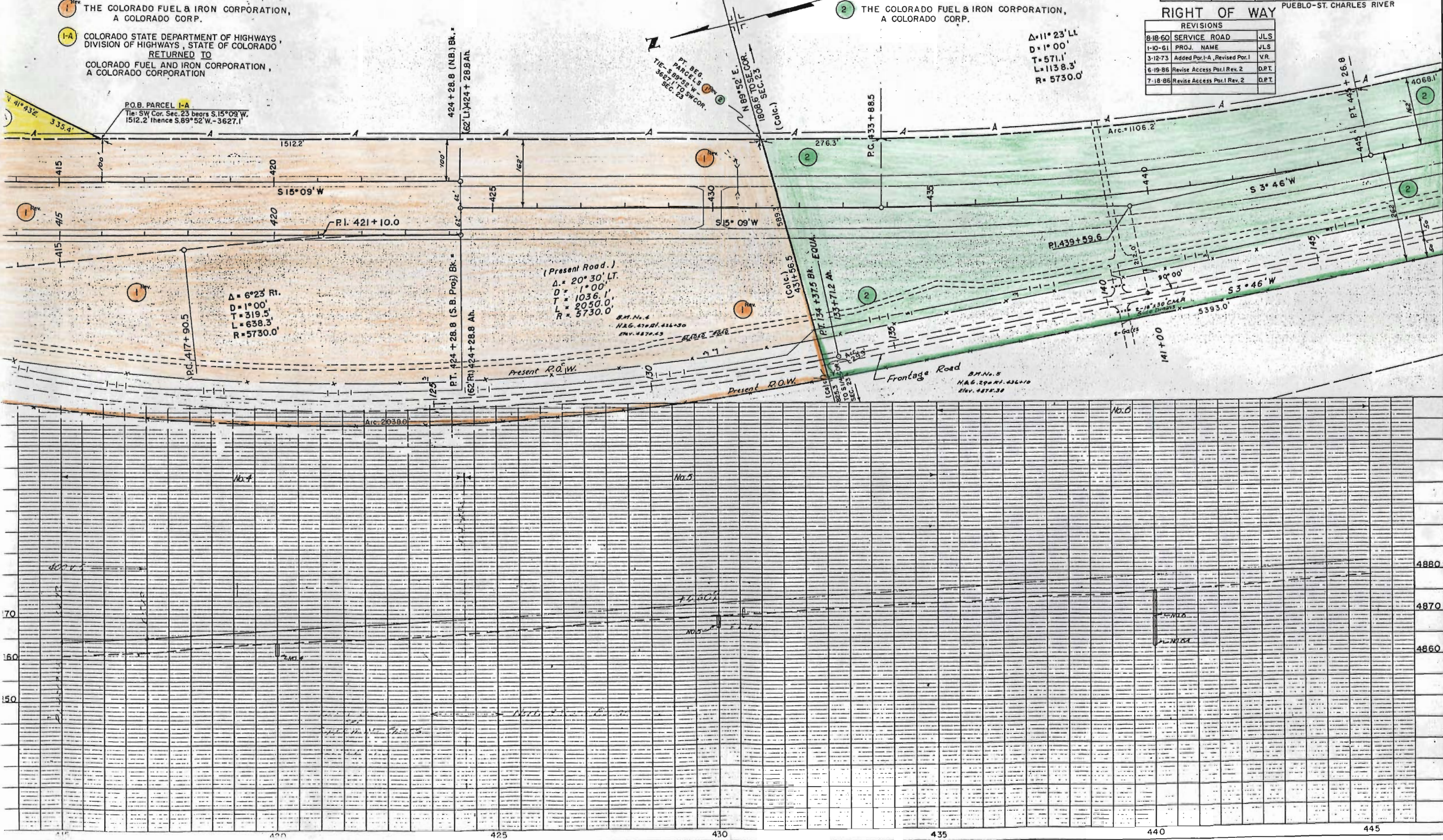
P.O.B. PARCEL 1-A  
Tie: SW Cor. Sec. 23 bears S.  $15^\circ 09' \text{ W.}$   
1512.2' thence S.  $89^\circ 52' \text{ W.}$  - 3627.1'

$\Delta = 6^\circ 23' \text{ R.}$   
 $D = 1^\circ 00'$   
 $T = 319.5'$   
 $L = 638.3'$   
 $R = 5730.0'$

(Present Road.)  
 $\Delta = 20^\circ 30' \text{ L.T.}$   
 $D = 1^\circ 00'$   
 $T = 1036.1'$   
 $L = 2050.0'$   
 $R = 5730.0'$

B.M. No. 4  
H.A.G. 4700 ft. 416.450  
Elev. 4875.23

B.M. No. 5  
H.A.G. 2900 ft. 436.410  
Elev. 4875.30



COLORADO DEPARTMENT OF HIGHWAYS  
DIVISION OF HIGHWAYS  
APR 1931

PLAN  
SURVEYED  
PLOTTED  
NOTE BOOK  
ALIGNED CHECKED  
NO. 1  
DATE

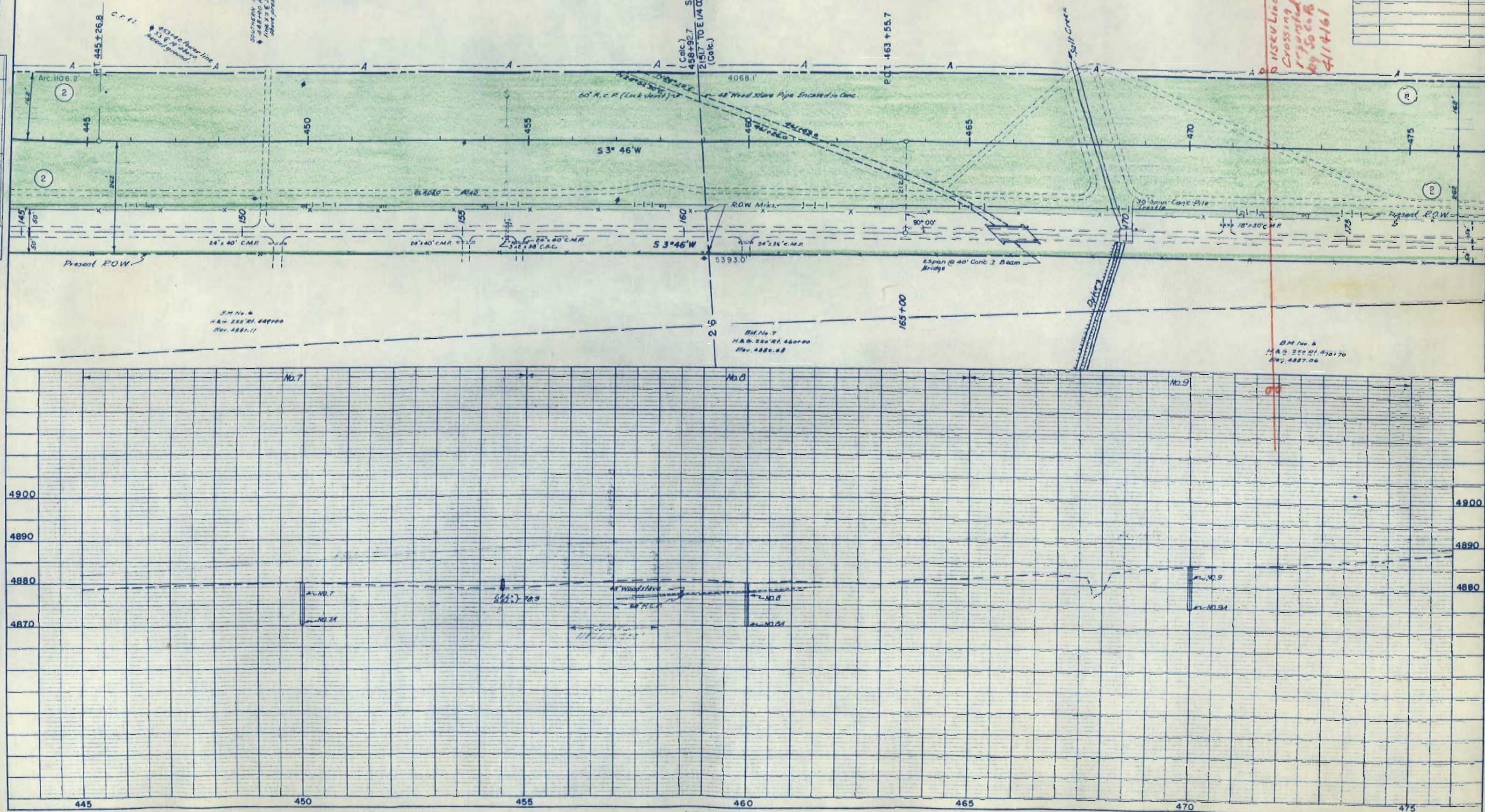
PROFILE  
SURVEYED  
PLOTTED  
NOTE BOOK  
GRADES CHECKED  
NO. 1  
DATE

NE 1/4 SEC. 26  
T. 21 S., R. 65 W.

SE 1/4 SEC. 26  
T. 21 S., R. 65 W.

2 THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

| FED. ROAD DIST. NO.                     | DIST.      | PROJ. NO.    | SHEET NO. | TOTAL SHEETS |
|-----------------------------------------|------------|--------------|-----------|--------------|
| 9                                       | COLO.      | I-25-1(20)89 | 6         |              |
| RIGHT OF WAY<br>PUEBLO-ST CHARLES RIVER |            |              |           |              |
| REVISIONS                               |            |              |           |              |
| 10-61                                   | PROJ. NAME | JLS          |           |              |



| PLAN             | DATE |
|------------------|------|
| SURVEYED         |      |
| NOTED            |      |
| NOTE BOOK        |      |
| ALUMINUM CHECKED |      |
| BY               |      |
| NO.              |      |

| PROFILE          | DATE |
|------------------|------|
| SURVEYED         |      |
| NOTED            |      |
| NOTE BOOK        |      |
| ALUMINUM CHECKED |      |
| BY               |      |
| NO.              |      |

THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

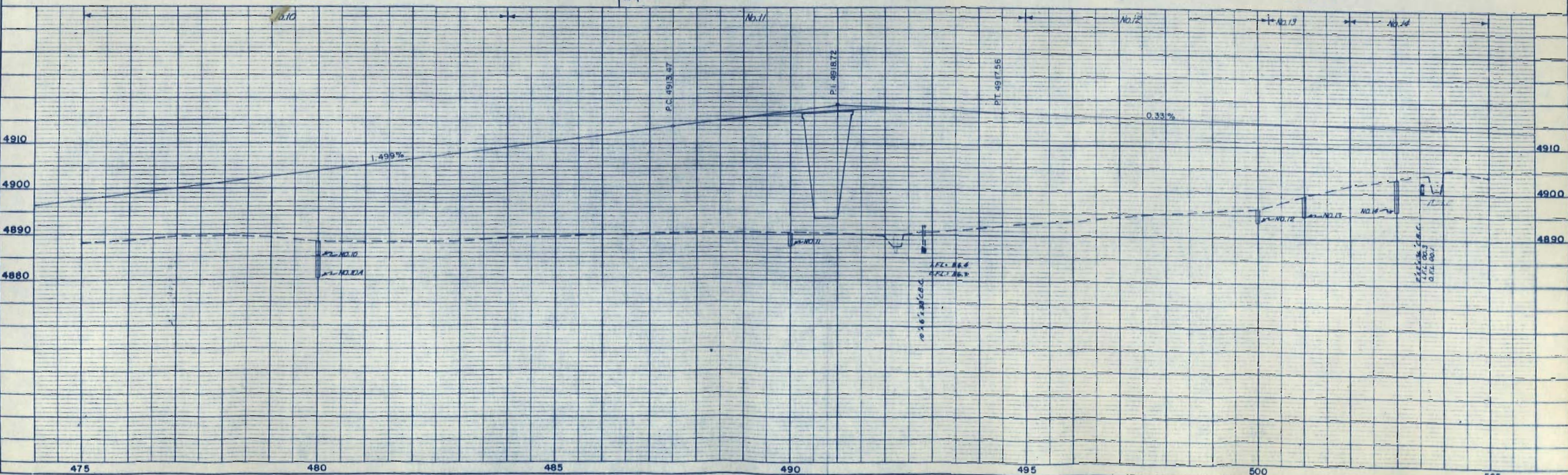
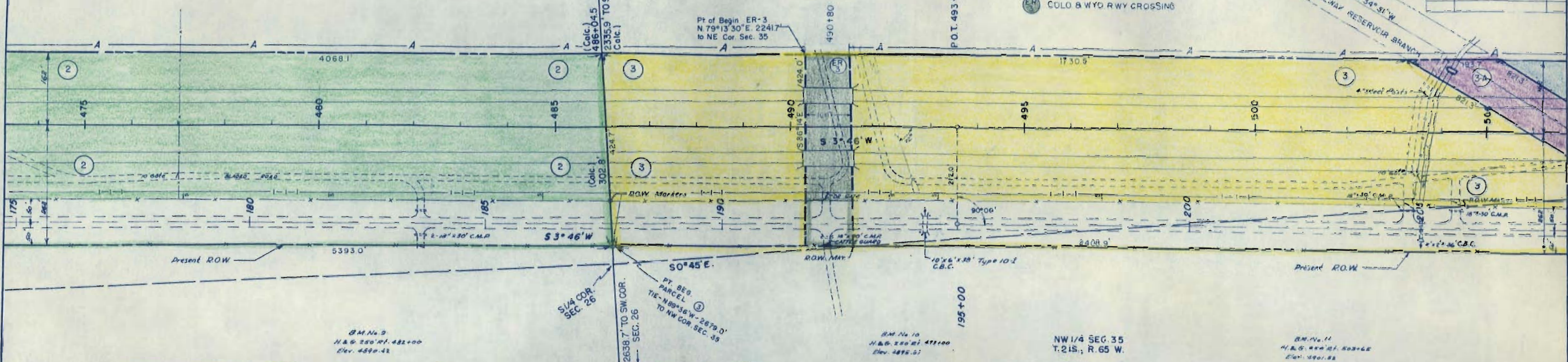
THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

| FED. ROAD DIST. NO. | DIST. | PROJ. NO.    | NO. | SHEETS |
|---------------------|-------|--------------|-----|--------|
| 9                   | COLD. | I-25-1(20)88 | 1   | 8213   |

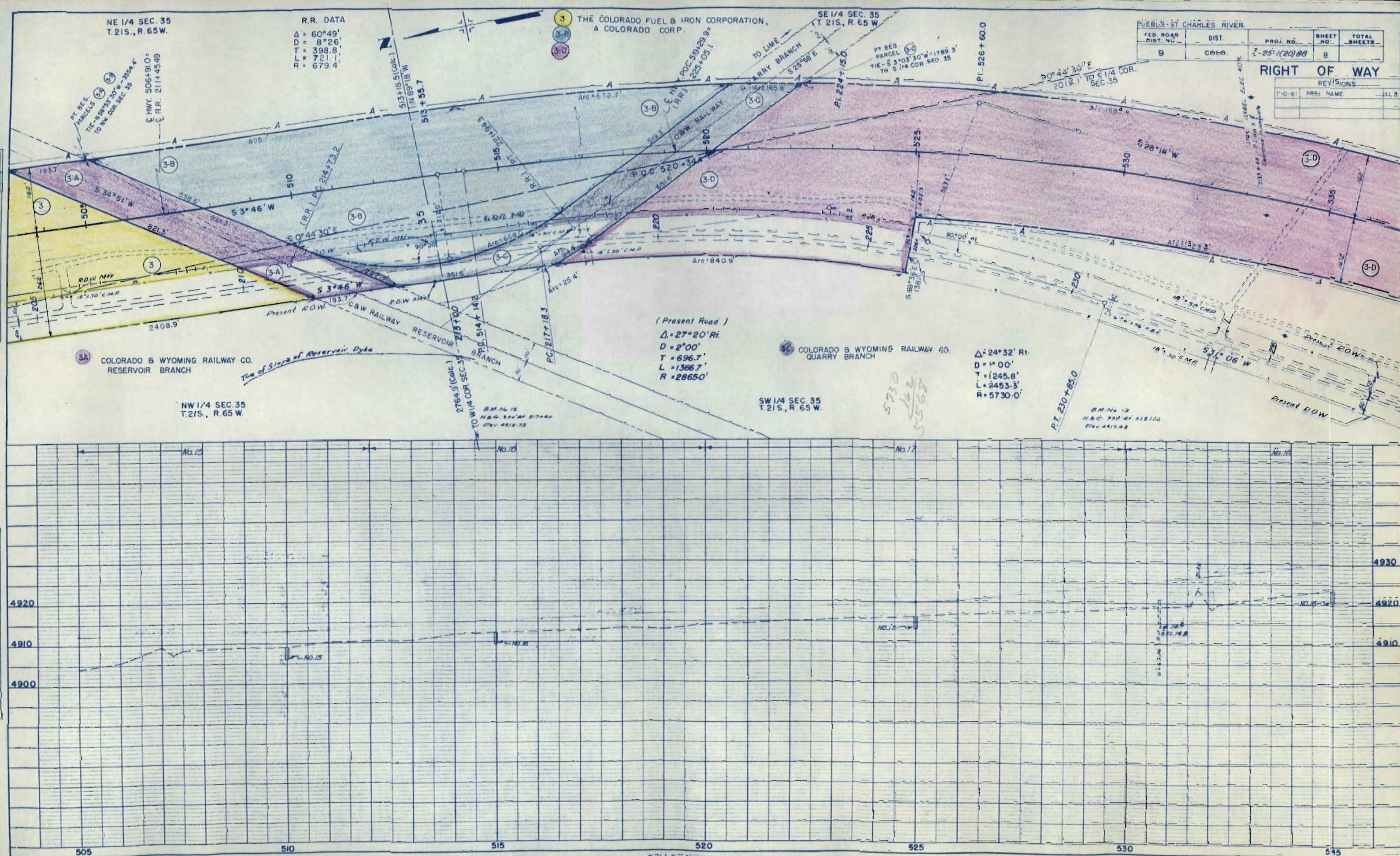
| REVISIONS |                 |     |
|-----------|-----------------|-----|
| 7-22-60   | Add. ER-3       | ECB |
| 1-10-61   | Change ER-3 Tie | JLS |

RIGHT OF WAY  
PUEBLO - ST. CHARLES RIVER



| PLAN      | SURVEYED           | BY | DATE |
|-----------|--------------------|----|------|
| NOTE BOOK | PLOTTED            |    |      |
| NO.       | ALIGNMENT CHECKED  |    |      |
|           | RT. OF WAY CHECKED |    |      |

| PROFILE                     |  | BY | DATE |
|-----------------------------|--|----|------|
| SUBMITTED                   |  |    |      |
| PLOTTED                     |  |    |      |
| GRAPHS CHECKED              |  |    |      |
| B. & J. NOTED               |  |    |      |
| STRUCTURE NOTAT. IN CH. 10. |  |    |      |



4 THE COLORADO FUEL & IRON CORPORATION,  
Rev. A COLORADO CORP.

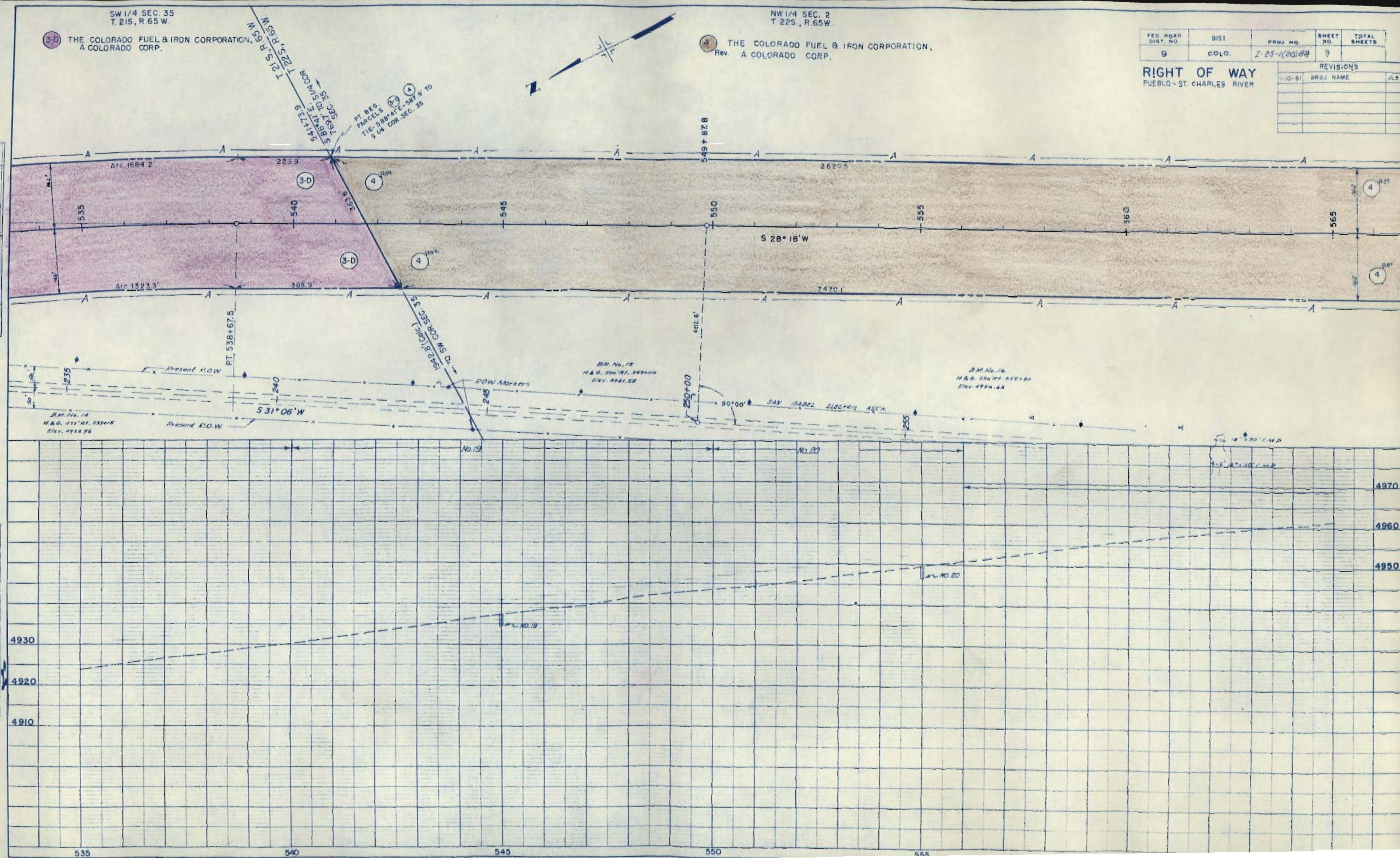
| FED. ROAD<br>DIST. NO. | DIST. | PROJ. NO.    | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------------|-------|--------------|--------------|-----------------|
| 9                      | COLO. | I-25-1(20)89 | 9            |                 |

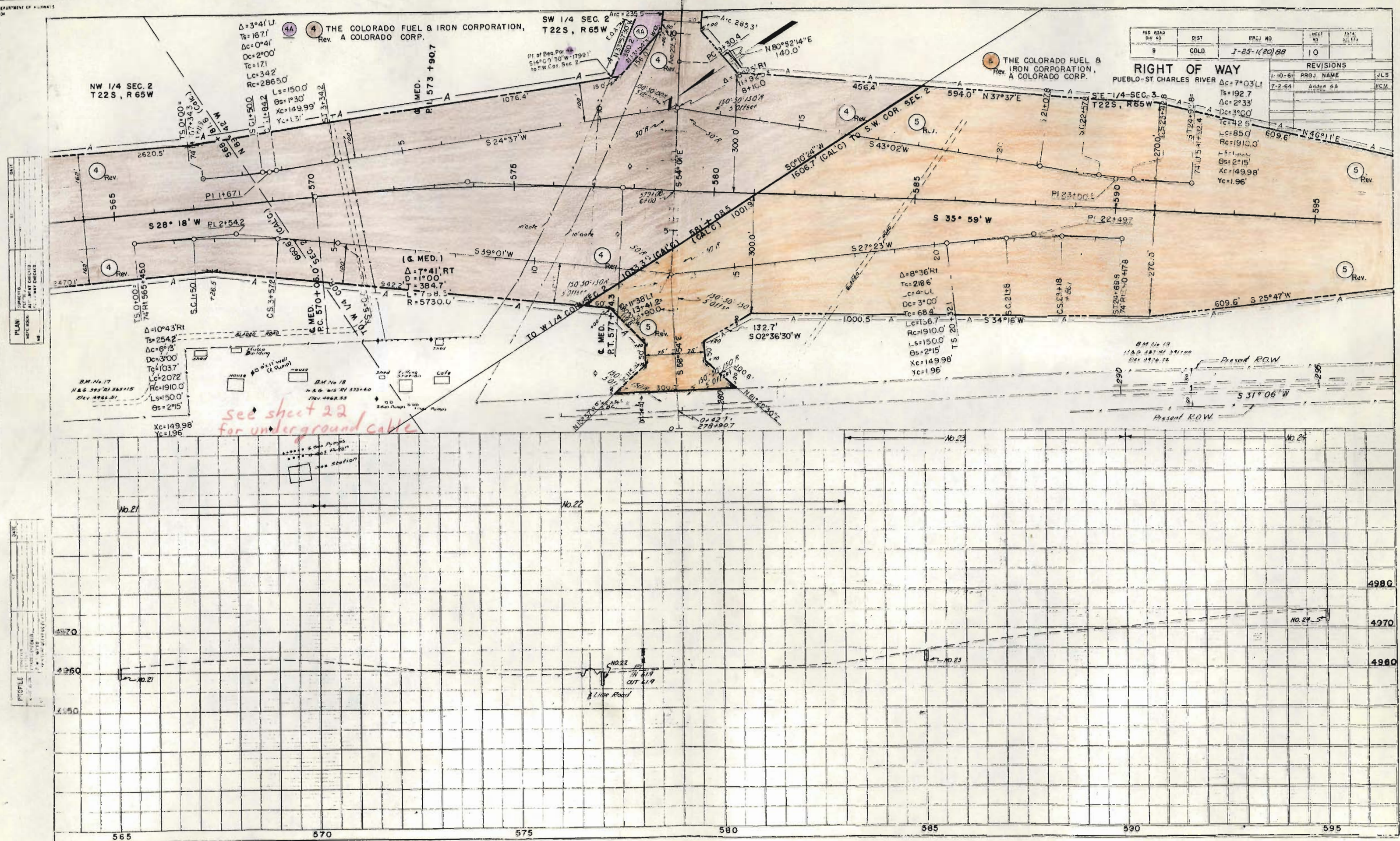
RIGHT OF WAY  
PUEBLO - ST CHARLES RIVER

| REVISIONS |            |    |
|-----------|------------|----|
| 1-10-61   | PROJ. NAME | JL |
|           |            |    |
|           |            |    |
|           |            |    |
|           |            |    |

| PLAN                | BY | DATE |
|---------------------|----|------|
| SURVEYED            |    |      |
| PLOTTED             |    |      |
| NOTE BOOK           |    |      |
| NO.                 |    |      |
| ALIGNMENT CHECKED   |    |      |
| RET. OF WAY CHECKED |    |      |

|          |                        |    |      |
|----------|------------------------|----|------|
| PROFILE  | SUBMITTED              | BY | DATE |
| WCL ROOM | PG0718                 |    |      |
| NO       | GRADIS CHECKED         |    |      |
|          | R. M.3 NOTED           |    |      |
|          | STRUCTURE NOT IN CH RD |    |      |





SW 1/4 SEC 2  
T22S, R65W

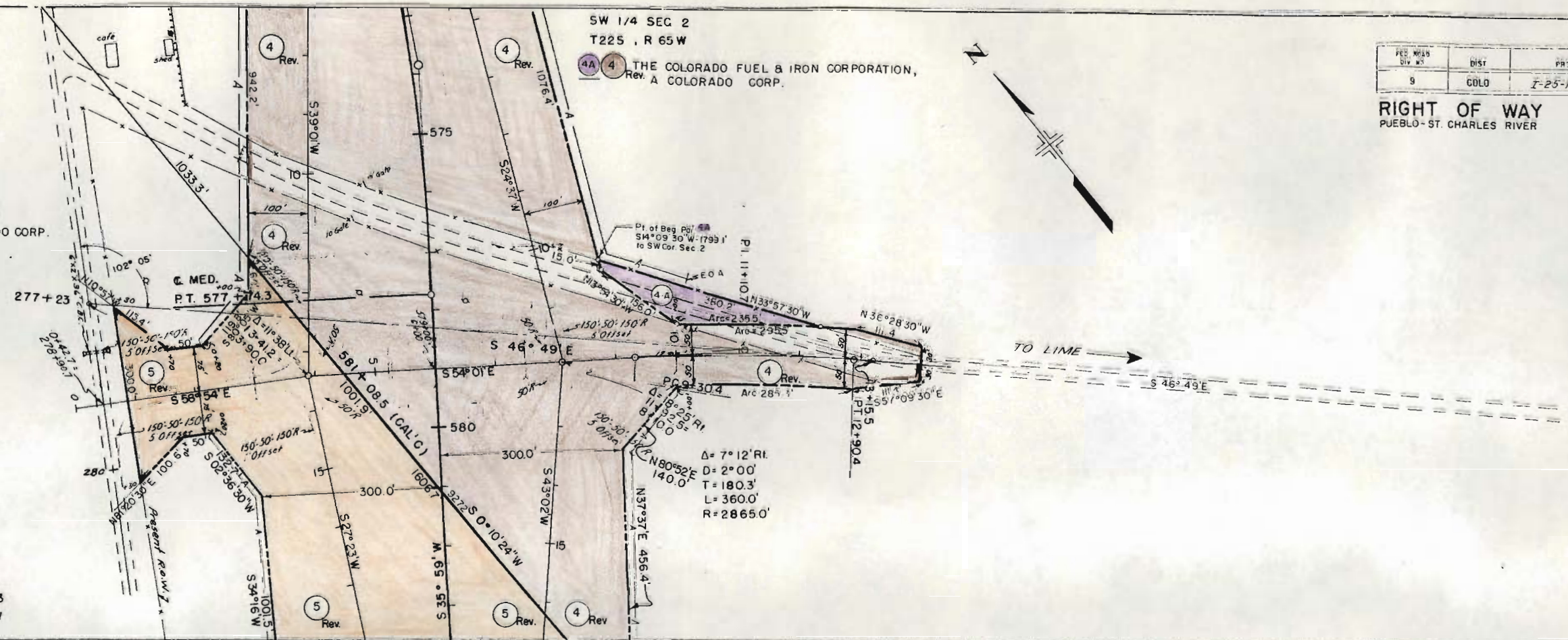
THE COLORADO FUEL & IRON CORPORATION,  
Rev. A COLORADO CORP.

| REV. NO. | DIST. | PRJ. NO.      | DATE | BY |
|----------|-------|---------------|------|----|
| 9        | COLO  | T-25-1(20) 88 | 11   |    |

RIGHT OF WAY  
PUEBLO-ST. CHARLES RIVER

| REVISIONS |            |     |
|-----------|------------|-----|
| REV. NO.  | PROJ. NAME | JLS |
| 1-10-61   |            |     |
| 7-2-64    |            |     |

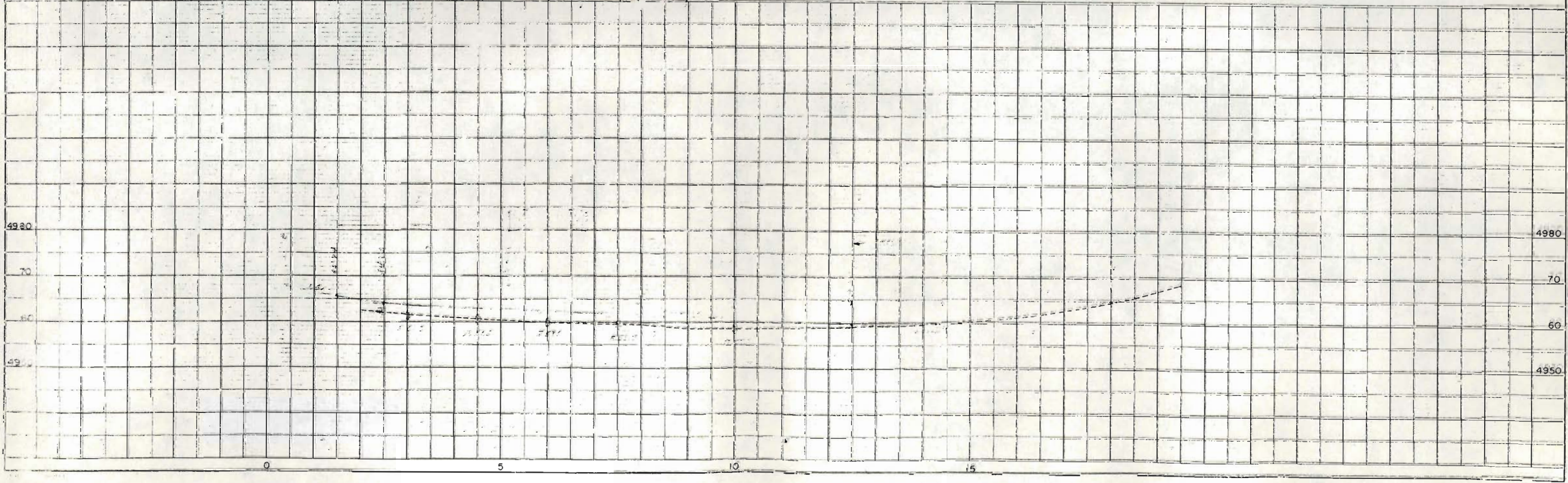
THE COLORADO FUEL & IRON  
CORPORATION, A COLORADO CORP.



SE 1/4 SEC. 3  
T22S, R65W

| PLAN  |
|-------|
| DATE  |
| BY    |
| SCALE |
| NOTE  |

| PROFILE |
|---------|
| DATE    |
| BY      |
| SCALE   |
| NOTE    |



COLORADO DEPARTMENT OF HIGHWAYS  
Form C-24, 12-4  
April 1922

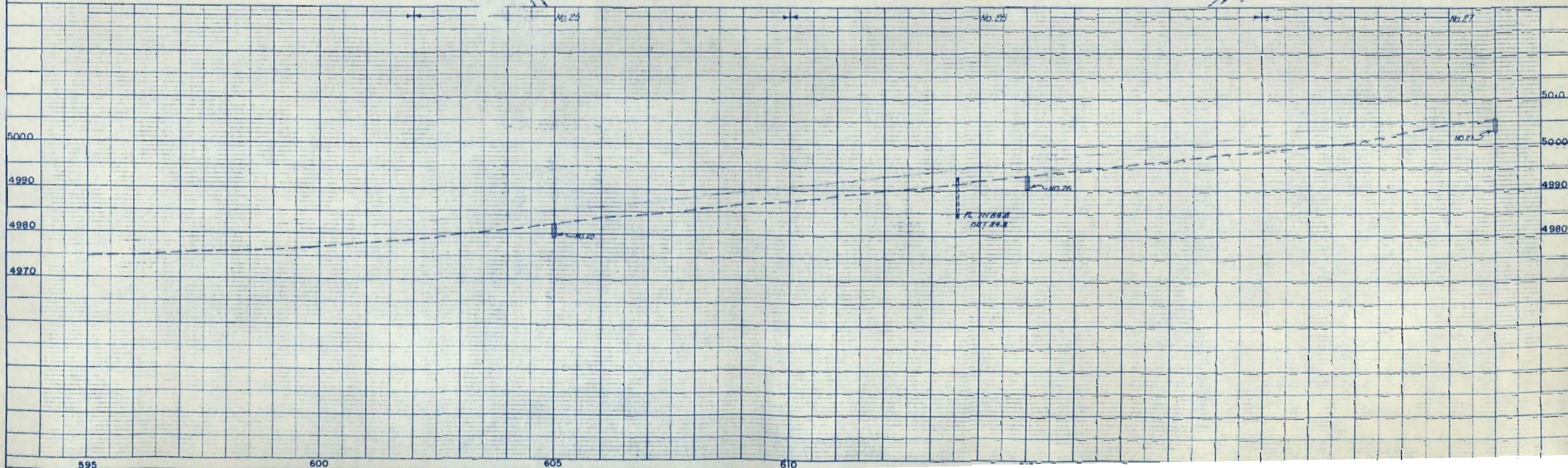
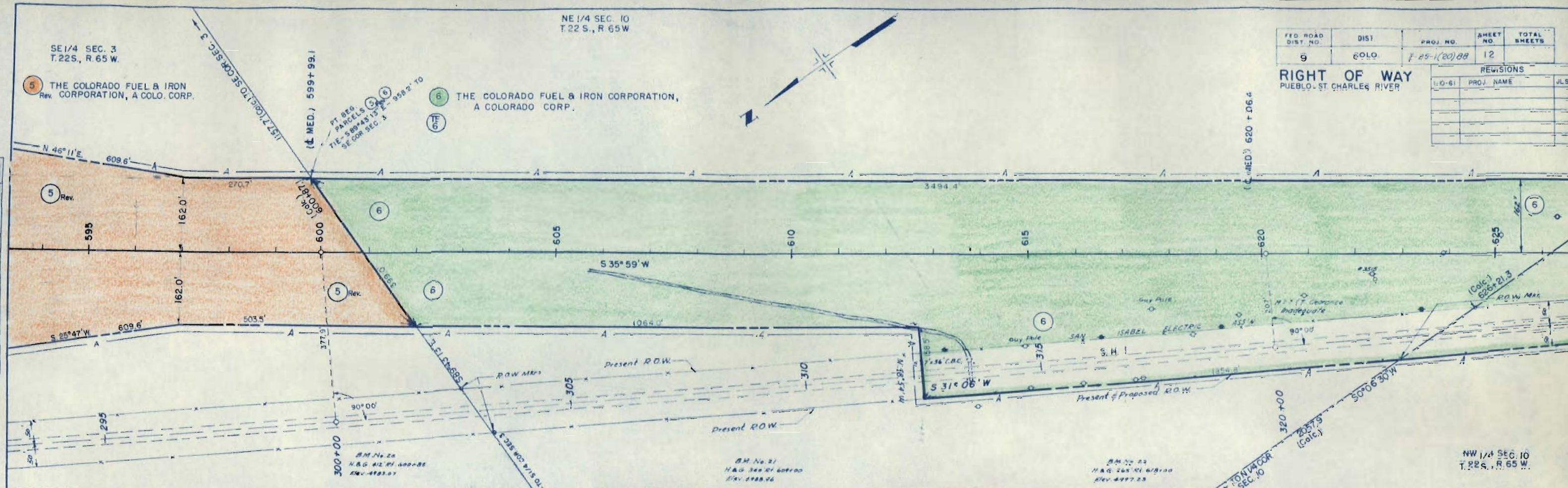
PLAN  
DATE  
BY  
SURVEYED  
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NOTE BOOK  
ALIGNMENT CHECKED  
REVISIONS  
NO.

PROFILE  
DATE  
BY  
SURVEYED  
PLOTTED  
NOTE BOOK  
CHECKED  
REVISIONS  
NO.

SE 1/4 SEC. 3  
T. 22S., R. 65W.

NE 1/4 SEC. 10  
T. 22S., R. 65W.

| FED. ROAD DIST. NO.                      | DIST. | PROJ. NO.    | SHEET NO. | TOTAL SHEETS |
|------------------------------------------|-------|--------------|-----------|--------------|
| 9                                        | 600   | F 25-1(20)88 | 12        |              |
| RIGHT OF WAY<br>PUEBLO-ST. CHARLES RIVER |       |              |           |              |
| REVISIONS                                |       |              |           |              |
| NO.                                      | DATE  | PROJ. NAME   | JLS       |              |
| 1                                        |       |              |           |              |
| 2                                        |       |              |           |              |
| 3                                        |       |              |           |              |
| 4                                        |       |              |           |              |
| 5                                        |       |              |           |              |
| 6                                        |       |              |           |              |
| 7                                        |       |              |           |              |
| 8                                        |       |              |           |              |
| 9                                        |       |              |           |              |
| 10                                       |       |              |           |              |
| 11                                       |       |              |           |              |
| 12                                       |       |              |           |              |



| PLAN      | SURVEYED            | BY | DATE |
|-----------|---------------------|----|------|
| NOTE BOOK | ALIGNED CHECKED     |    |      |
| NO.       | RET. OF WAY CHECKED |    |      |

| PROFILE   | SURVEYED                   | BY | DATE |
|-----------|----------------------------|----|------|
| NOTE BOOK | PLOTTED                    |    |      |
| NO.       | STRUCTURE NOTED AS CHANGED |    |      |

NE 1/4 SEC. 10  
T. 22 S., R. 65 W.

SW 1/4 SEC. 10  
T. 22 S., R. 65 W.

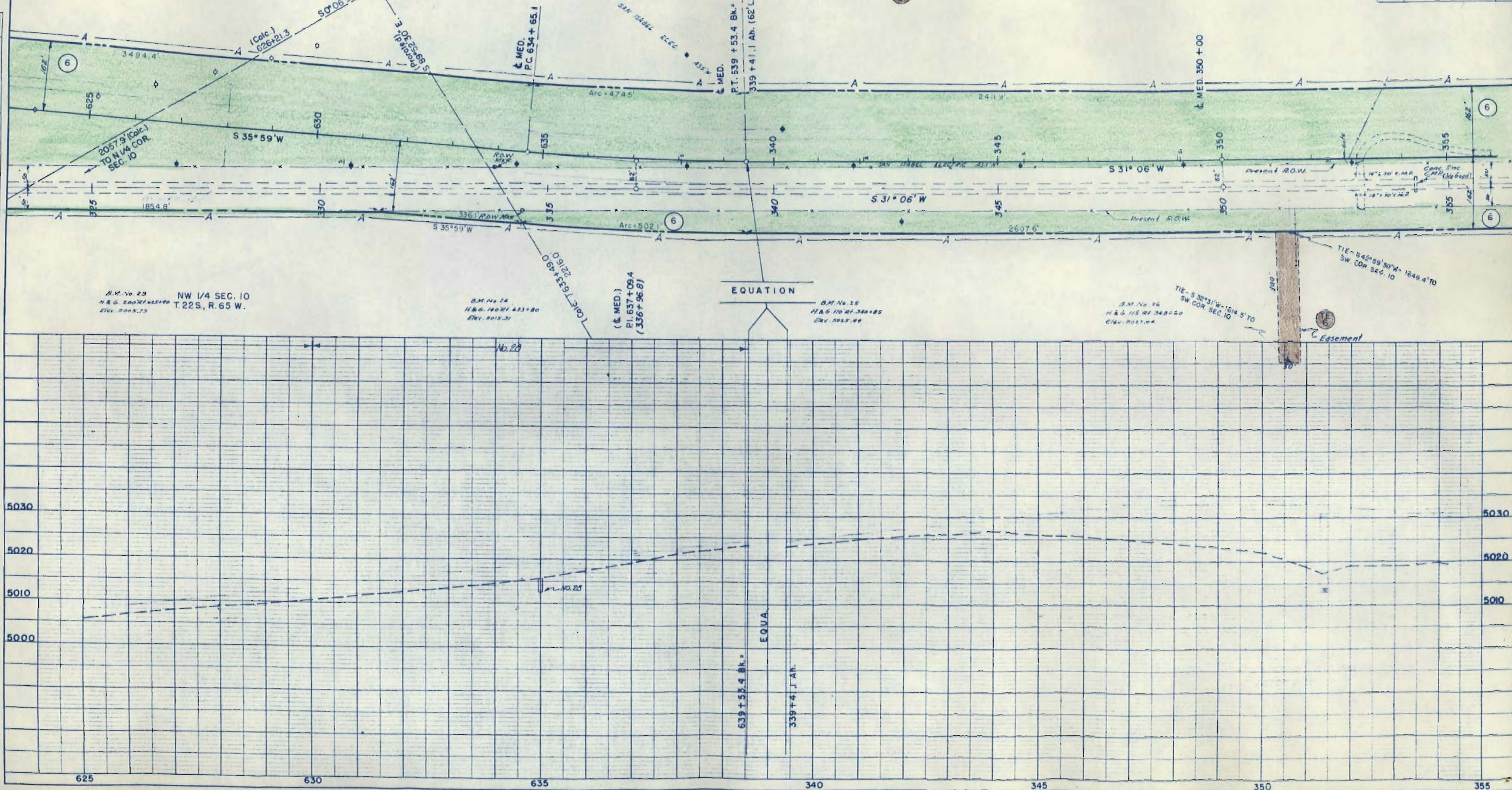
| FED. ROAD DIST. NO. | DIST. | PROJ. NO.     | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|---------------|-----------|--------------|
| 9                   | COLO. | 2-25-1(20) 88 | 13        |              |

| REVISIONS |            |      |
|-----------|------------|------|
| NO.       | PROJ. NAME | DATE |
|           |            |      |
|           |            |      |
|           |            |      |
|           |            |      |

RIGHT OF WAY  
PUEBLO-ST. CHARLES RIVER

THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.



COLORADO DEPARTMENT OF HIGHWAYS  
Form C.D.A. 134  
April 1927

SW 1/4 SEC. 10  
T. 22 S., R. 65 W.

NW 1/4 SEC. 15  
T. 22 S., R. 65 W.

6  
TE 6

THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

7

THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

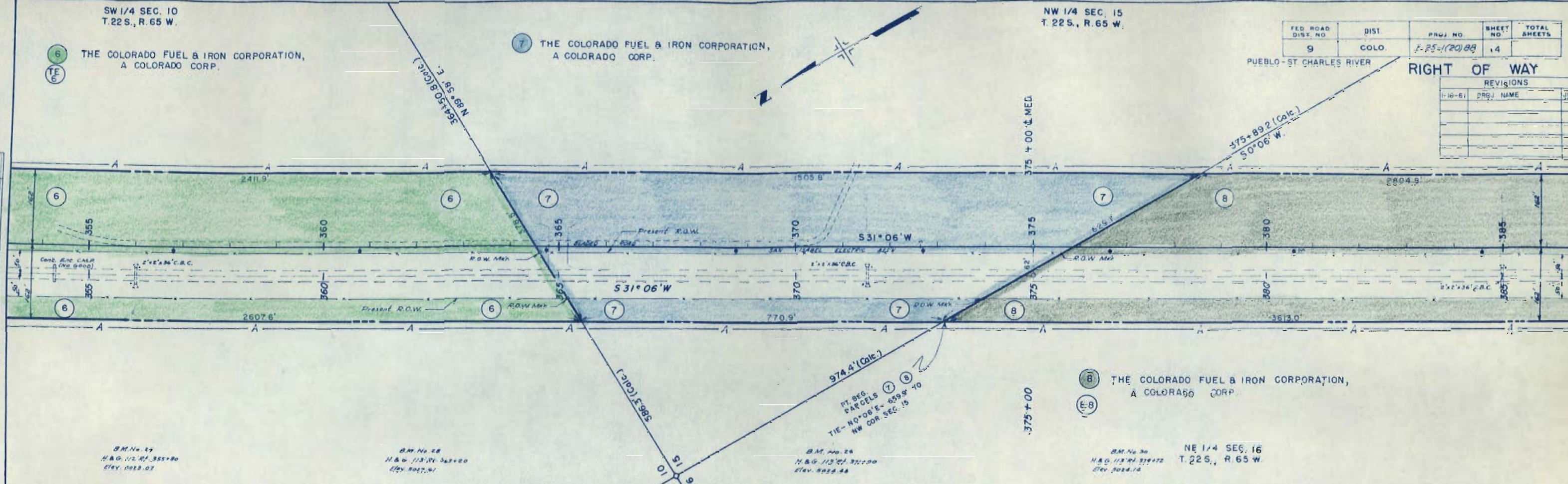
| FED. ROAD DIST. NO. | DIST. | PROJ. NO.   | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|-------------|-----------|--------------|
| 9                   | COLO. | F-25-(20)88 | 14        |              |

PUEBLO-ST. CHARLES RIVER

RIGHT OF WAY

| REVISIONS |      |    |      |
|-----------|------|----|------|
| NO.       | DATE | BY | NAME |
| 1-10-61   |      |    |      |
|           |      |    |      |
|           |      |    |      |
|           |      |    |      |
|           |      |    |      |
|           |      |    |      |
|           |      |    |      |
|           |      |    |      |
|           |      |    |      |

| PLAN      | DATE | BY |
|-----------|------|----|
| SURVEYED  |      |    |
| PLOTTED   |      |    |
| NOTE BOOK |      |    |
| NO.       |      |    |



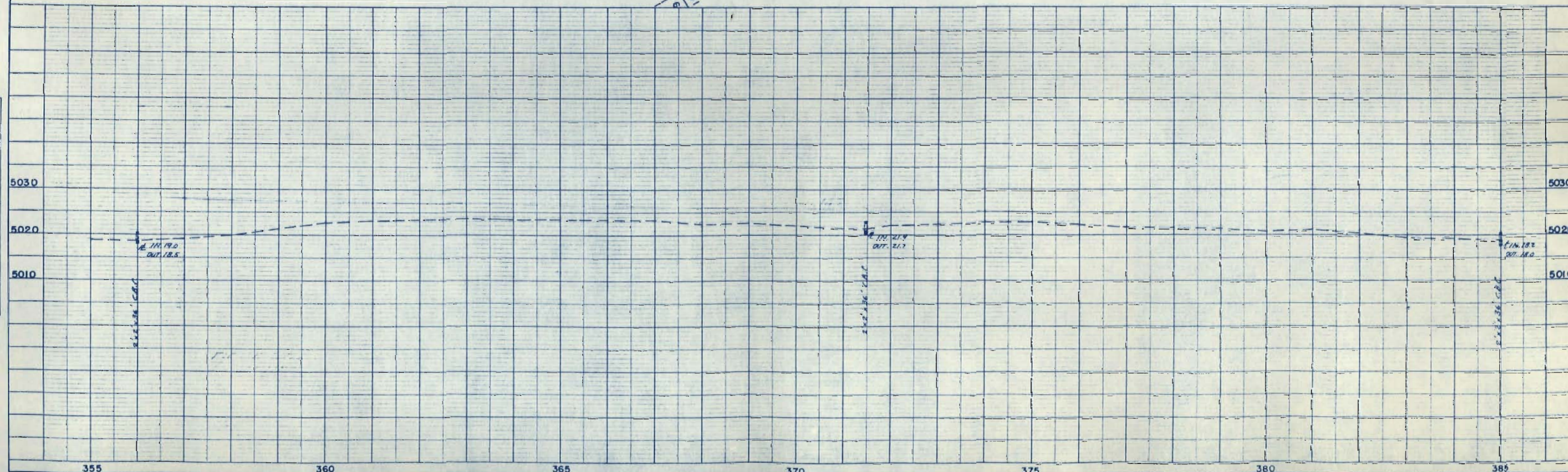
B.M. No. 27  
H & G. 112' 11\" 355+80  
Elev. 5023.07

B.M. No. 28  
H & G. 113' 11\" 365+20  
Elev. 5027.91

B.M. No. 29  
H & G. 113' 11\" 375+00  
Elev. 5028.28

B.M. No. 30  
H & G. 113' 11\" 379+72  
Elev. 5024.14

| PROFILE   | DATE | BY |
|-----------|------|----|
| SURVEYED  |      |    |
| PLOTTED   |      |    |
| NOTE BOOK |      |    |
| NO.       |      |    |



NE 1/4 SEC. 16  
T. 22 S., R. 65 W.

SE 1/4 SEC. 16  
T. 22S., R. 65W. (A)

| FED. ROAD DIST. NO. | DIST. | PROJ. NO.    | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------|-----------|--------------|
| 9                   | COLO. | F-25-1(20)88 | 15        |              |

RIGHT OF WAY  
PUEBLO - ST CHARLES RIVER

(OFFICE PROJECTION) NB

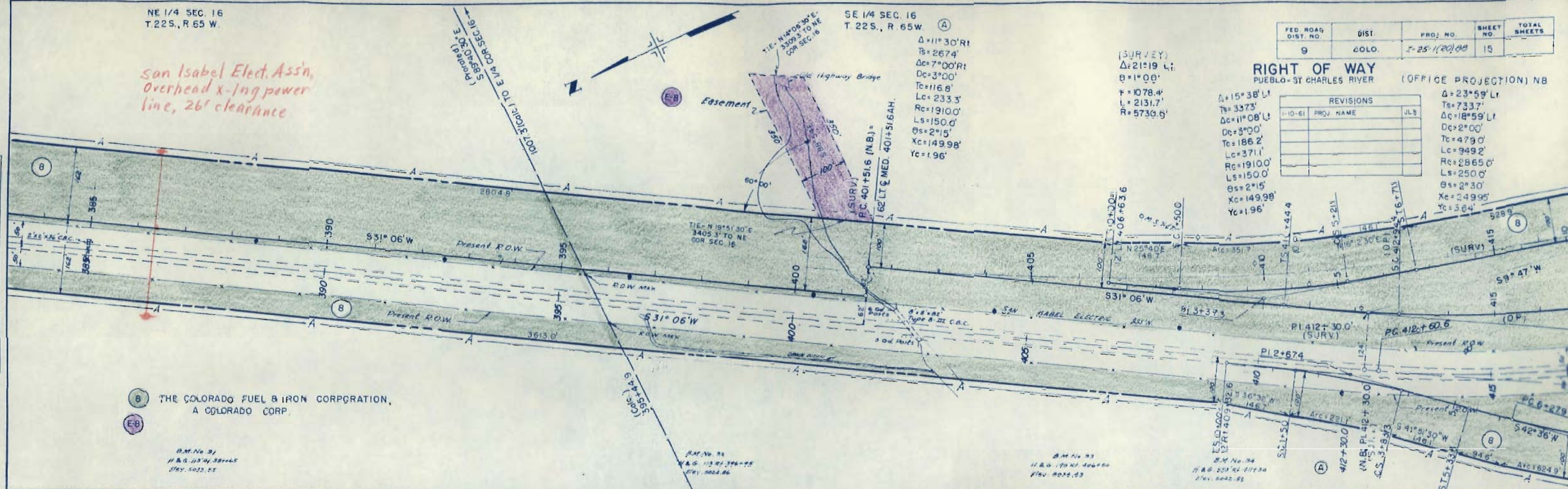
| REVISIONS |            |     |
|-----------|------------|-----|
| I-10-61   | PROJ. NAME | JUL |
|           |            |     |
|           |            |     |
|           |            |     |
|           |            |     |

 $\Delta = 23^{\circ}59'$  Lr

$\Delta = 23^{\circ}59' \text{ Lr}$   
 $T_s = 733.7'$   
 $\Delta c = 18^{\circ}59' \text{ Lr}$   
 $D_c = 2^{\circ}00'$   
 $T_c = 479.0'$   
 $L_c = 949.2'$   
 $R_c = 2865.0'$   
 $L_s = 250.0'$   
 $\theta_s = 2^{\circ}30'$   
 $X_c = 249.95'$   
 $Y_c = 3.64'$

(SURVEY)  
 $\Delta = 21^\circ 19' 41''$   
 $\theta = 1^\circ 00'$   
 $r = 1078.4'$   
 $L = 2131.7'$   
 $R = 5730.6'$

$\Delta = 11^{\circ} 30' R$   
 $T_s = 2674'$   
 $\Delta c = 7^{\circ} 00' R$   
 $Dc = 3^{\circ} 00'$   
 $Tc = 1168'$   
 $Lc = 233.3'$   
 $Rc = 1910.0'$   
 $Ls = 150.0'$   
 $\theta s = 2^{\circ} 15'$   
 $Xc = 149.98'$   
 $Yc = 1.96'$



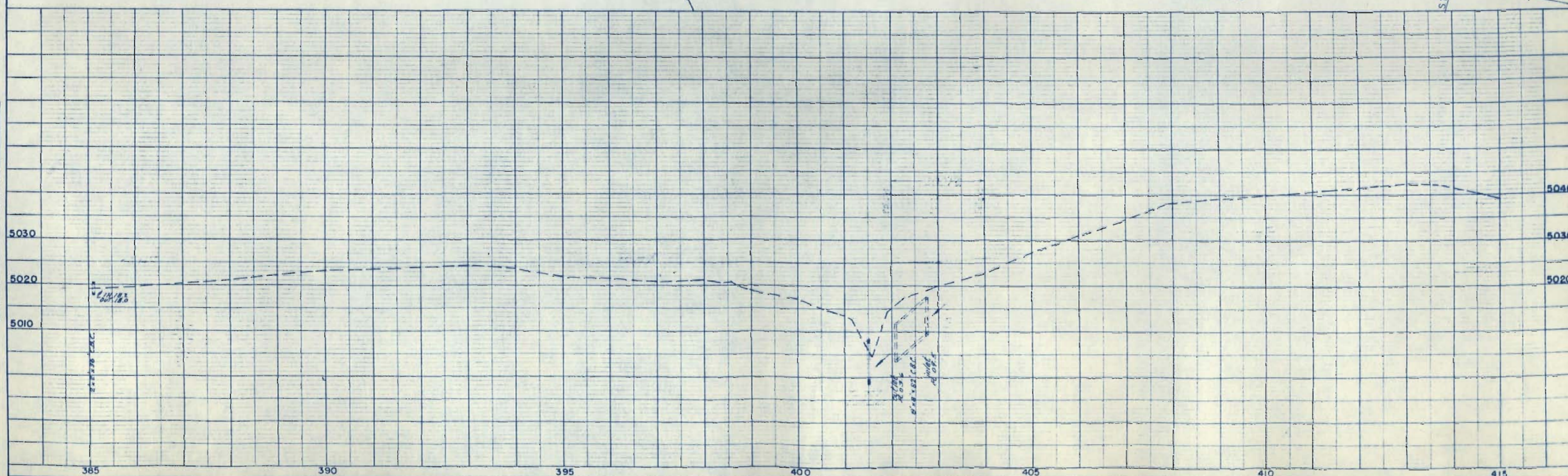
THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

B.M. No. 3,  
H & G 113' 41.38' 66.3  
Rev. 5032 KE

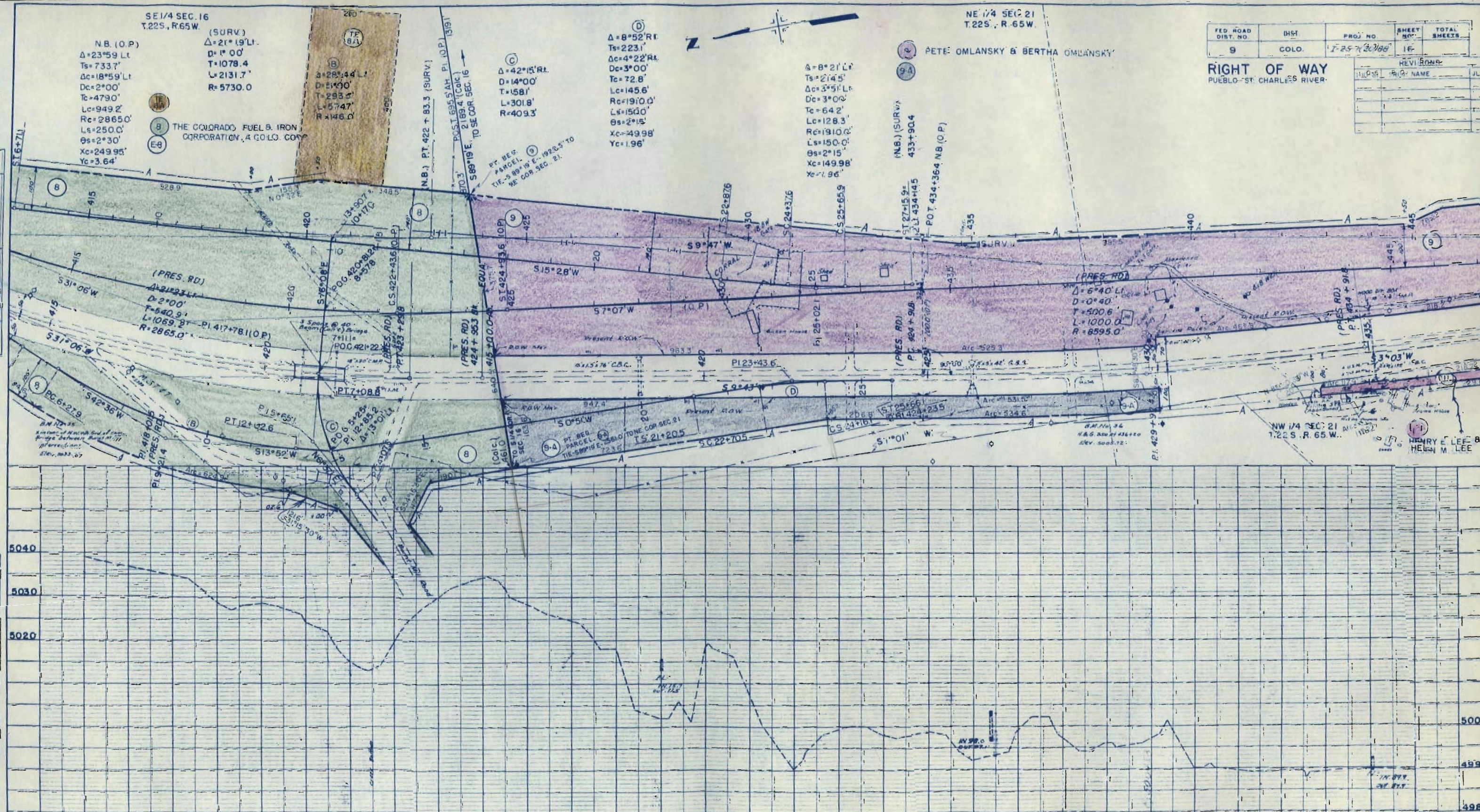
2007/10/24  
 113 24 306-20  
 1501 5024 06

B.M. No. 33  
 11 Dec 1902 40640  
 Fluo. 5034.33

B.M. No. 34  
H & G 253' R/L 711430  
Elev. 5642.82



|      |    |                 |       |
|------|----|-----------------|-------|
| DATE | BY | SURVEYED        | NOTED |
|      |    | PLOTTED         | BOOK  |
|      |    | INDEXED         | NO    |
|      |    | STRUCTURE NOTED | NO    |

[illegible]

SW 1/4 SEC. 16  
T.22 S., R.65 W.

THE COLORADO FUEL & IRON CORPORATION,  
A COLORADO CORP.

TE  
8A

PETE OMLANSKY &  
BERTHA OMLANSKY.

9-A

N.W. 1/4 SEC. 21  
T.22 S., R.65 W.

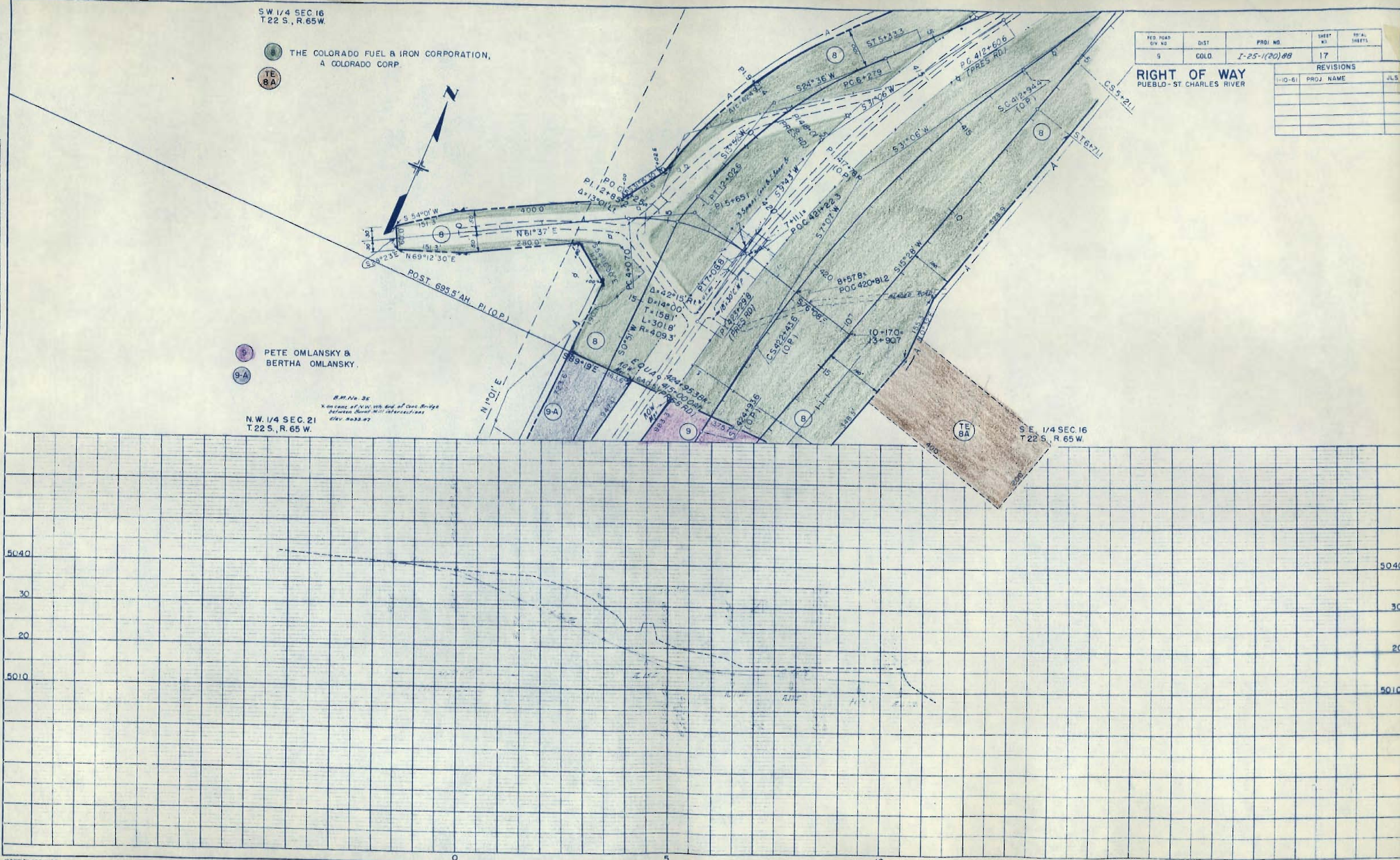
B.M. No. 36  
X on conc. of NW Wh. end of Conc. Bridge  
between Rural Mill intersections  
Elev. 5033.97

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.    | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|--------------|--------------|-----------------|
| 9                     | COLO. | I-25-1(20)88 | 17           |                 |
| REVISIONS             |       |              |              |                 |
| NO.                   | DATE  | BY           | PROJ. NAME   | JLS             |
| 1-10-61               |       |              |              |                 |
|                       |       |              |              |                 |
|                       |       |              |              |                 |
|                       |       |              |              |                 |
|                       |       |              |              |                 |

RIGHT OF WAY  
PUEBLO - ST. CHARLES RIVER

| PLAN            | DATE | BY |
|-----------------|------|----|
| SURVEYED        |      |    |
| PLOTTED         |      |    |
| ALIGNED CHECKED |      |    |
| NOTED           |      |    |
| NO.             |      |    |

| PROFILE  | DATE | BY |
|----------|------|----|
| SURVEYED |      |    |
| PLOTTED  |      |    |
| CHECKED  |      |    |
| NOTED    |      |    |
| NO.      |      |    |



COLORADO DEPARTMENT OF HIGHWAYS  
Form C.D.A. 104  
Rev. 1962

| PLAN                      | DATE |
|---------------------------|------|
| SURVEYED                  |      |
| PLOTTED                   |      |
| NOTE BOOK ALIGNED CHECKED |      |
| BY                        |      |

| PROFILE                  | DATE |
|--------------------------|------|
| SURVEYED                 |      |
| PLOTTED                  |      |
| NOTE BOOK GRADES CHECKED |      |
| BY                       |      |

NE 1/4 SEC. 21  
T.22S., R.65 W.

9 PETE OMLANSKY &  
BERTHA OMLANSKY.

"A"  
L<sub>a</sub> = 150.0'  
θ<sub>a</sub> = 3° 22' 30"  
Δ<sub>a</sub> = 1° 07' 30"  
T<sub>a</sub> = 89.9'  
T<sub>z</sub> = 60.2'

"B"  
Δ = 26° 35' 30"  
T<sub>1</sub> = 281.5'  
T<sub>2</sub> = 301.6'  
D<sub>c</sub> = 16° 28'  
D<sub>c</sub> = 6° 00'  
T<sub>c</sub> = 138.2'  
L<sub>c</sub> = 274.5'  
R<sub>c</sub> = 955.0'

"C"  
θ<sub>s</sub> = 4° 30'  
L<sub>s</sub> = 150.0'  
X<sub>c</sub> = 149.9'  
Y<sub>c</sub> = 3.93'

12 PETE OMLANSKY &  
BERTHA OMLANSKY.

"F"  
Δ = 29° 17'  
T<sub>s</sub> = 474.5'  
Δ<sub>c</sub> = 21° 17'  
D<sub>c</sub> = 4° 00'  
T<sub>c</sub> = 269.2'  
L<sub>c</sub> = 532.1'  
R<sub>c</sub> = 1432.5'

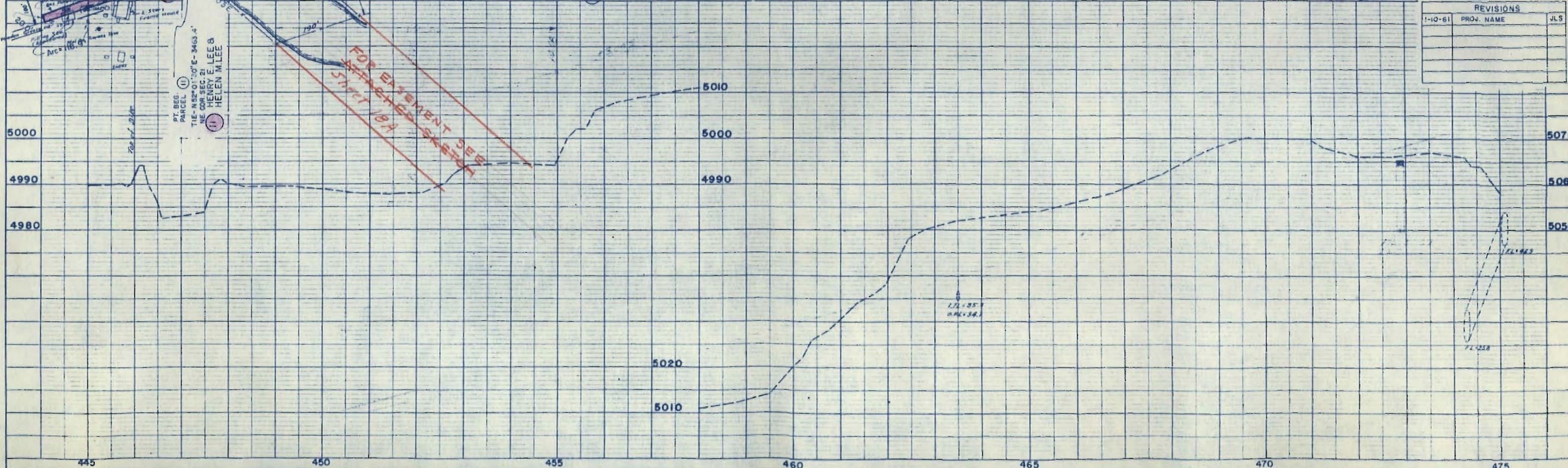
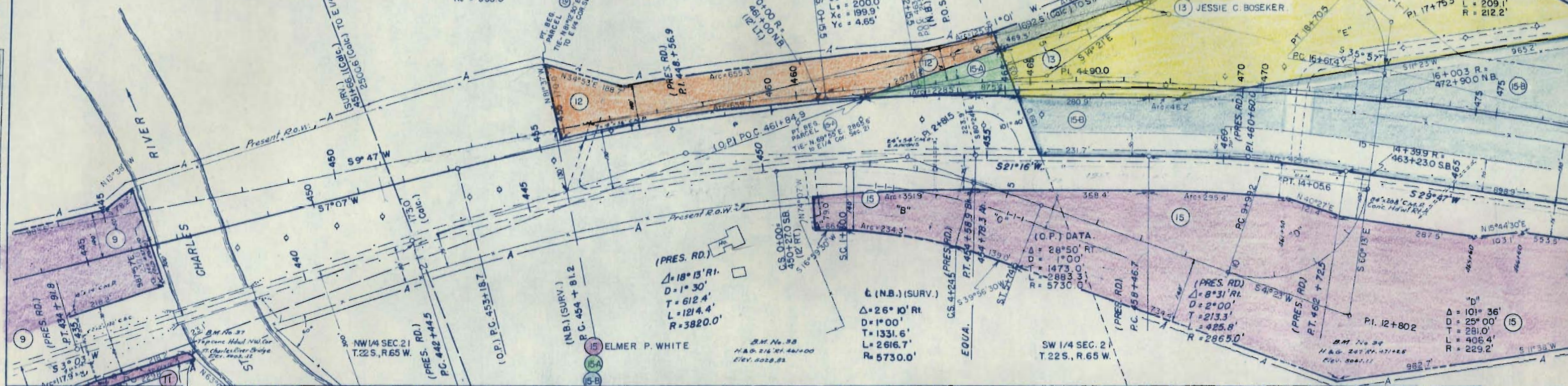
"G"  
θ<sub>s</sub> = 4° 00'  
L<sub>s</sub> = 200.0'  
X<sub>c</sub> = 199.9'  
Y<sub>c</sub> = 4.65'

STATE OF COLORADO

RIGHT OF WAY

| FED. ROAD DIST. NO. | DIST. | PROJ. NO.    | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------|-----------|--------------|
| 9                   | COLO. | T-25-1(20)88 | 18        |              |

"E"  
Δ = 56° 21'  
D = 27° 00'  
T = 113.9'  
L = 209.1'  
R = 212.2'



| REVISIONS |            |      |
|-----------|------------|------|
| NO.       | PROJ. NAME | DATE |
| 1-10-61   |            | JLS  |

GRAND DIVISION OF HIGHWAYS  
 PLAN  
 DATE  
 BY  
 CHECKED  
 BY  
 DATE

| PLAN               | DATE | BY | CHECKED | BY | DATE |
|--------------------|------|----|---------|----|------|
| NOTE BOOK          |      |    |         |    |      |
| ALIGNED CHECKED    |      |    |         |    |      |
| RT. OF WAY CHECKED |      |    |         |    |      |

| PROFILE                      | DATE | BY | CHECKED | BY | DATE |
|------------------------------|------|----|---------|----|------|
| NOTE BOOK                    |      |    |         |    |      |
| CHANGES CHECKED              |      |    |         |    |      |
| STRUCTURE COORDINATE CHECKED |      |    |         |    |      |

NE 1/4 SEC. 21  
 T.22S, R.65 W.

SE 1/4 SEC. 21  
 T.22S, R.65 W.

"A"  
 $L_a = 150.0'$   
 $\Delta_a = 3^\circ 22' 30''$   
 $T_a = 1' 07' 30''$   
 $D_a = 4' 30'$   
 $T_b = 88.9'$   
 $T_c = 60.2'$

"B"  
 $\Delta_b = 26^\circ 35' 30''$   
 $T_b = 281.5'$   
 $T_c = 301.6'$   
 $D_c = 16' 00''$   
 $T_d = 138.2'$   
 $L_c = 274.5'$   
 $R_c = 955.0'$

"C"  
 $L_c = 150.0'$   
 $\Delta_c = 4^\circ 30'$   
 $X_c = 149.9'$   
 $Y_c = 3.93'$

"F"  
 $\Delta_f = 29^\circ 17'$   
 $T_f = 474.5'$   
 $D_f = 21^\circ 17'$   
 $T_g = 4^\circ 00'$   
 $T_h = 269.2'$   
 $L_g = 532.1'$   
 $R_g = 1432.5'$

"G"  
 $\Delta_g = 4^\circ 00'$   
 $L_g = 200.0'$   
 $X_g = 199.9'$   
 $Y_g = 4.65'$

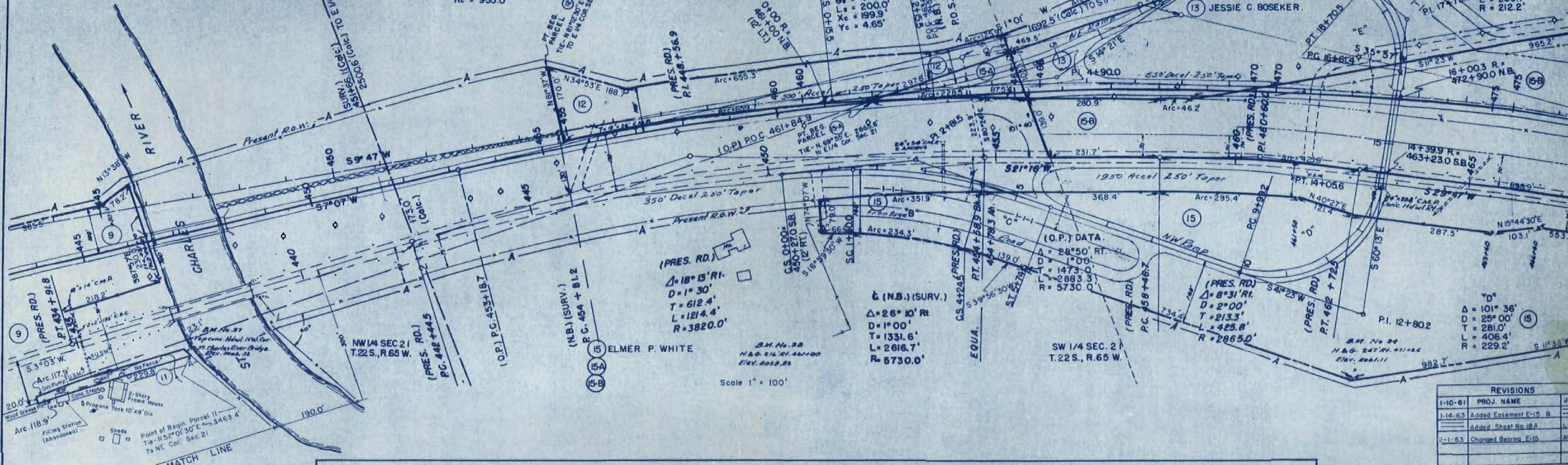
RIGHT OF WAY

| FED. ROAD DIST. NO. | DIST. | PROJ. NO.    | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------|-----------|--------------|
| COLO.               |       | J-25-1(20)88 | 18 A      |              |

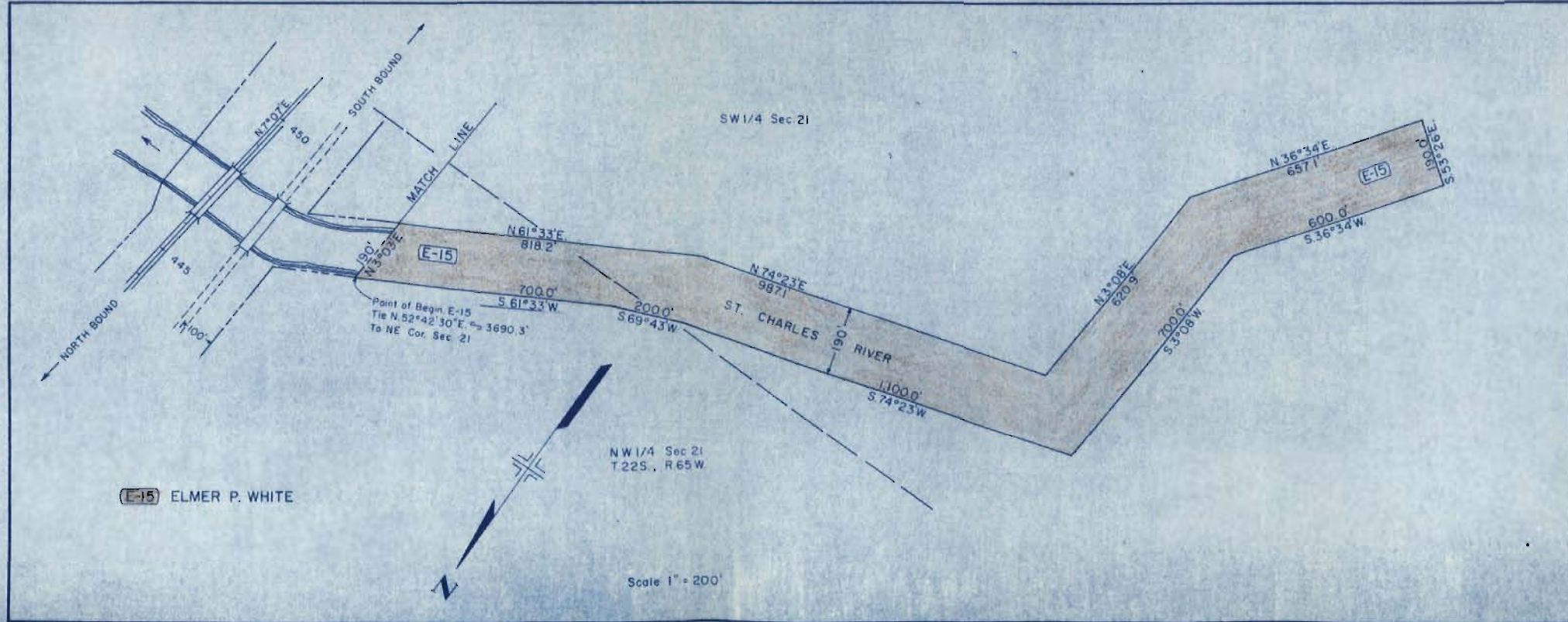
"E"  
 $\Delta_e = 56^\circ 21'$   
 $D_e = 27^\circ 00'$   
 $T_e = 113.9'$   
 $L_e = 209.1'$   
 $R_e = 212.2'$

"D"  
 $\Delta_d = 101^\circ 36'$   
 $D_d = 25^\circ 00'$   
 $T_d = 281.0'$   
 $L_d = 406.4'$   
 $R_d = 229.2'$

| REVISIONS | PROJ. NAME            | JLS |
|-----------|-----------------------|-----|
| 1-10-61   |                       |     |
| 1-14-63   | Added Easement E-15 B |     |
|           | Added Sheet No. 18A   |     |
| 2-1-63    | Changed Bearing E-15  |     |



II HENRY E. LEE &  
 HELEN M. LEE

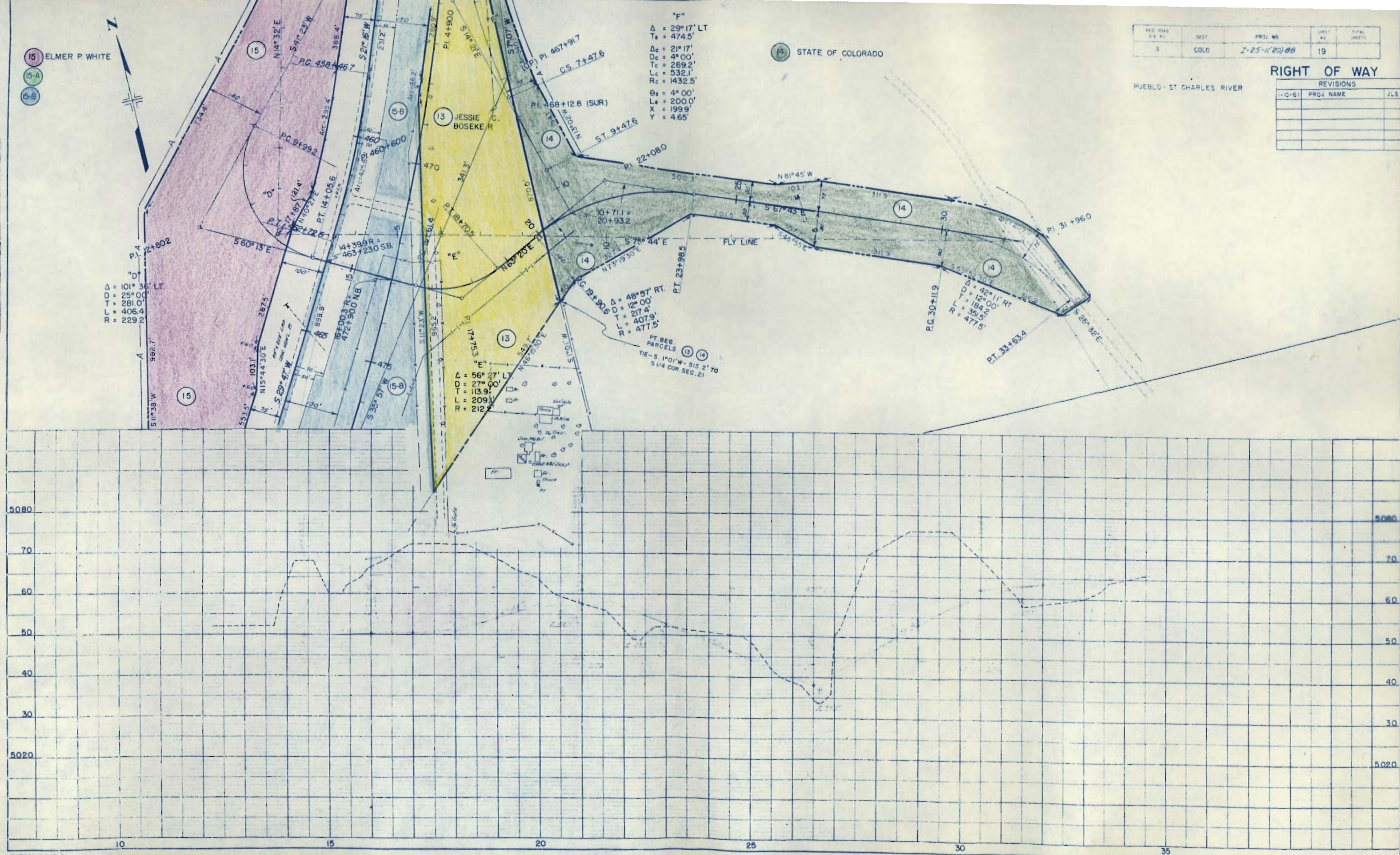


E-15 ELMER P. WHITE

Scale 1" = 200'

| RIGHT OF WAY |             |
|--------------|-------------|
| REVISIONS    |             |
| NO.          | DESCRIPTION |
| 1            | 1.00        |
| 2            | 2.00        |
| 3            | 3.00        |
| 4            | 4.00        |
| 5            | 5.00        |
| 6            | 6.00        |
| 7            | 7.00        |
| 8            | 8.00        |
| 9            | 9.00        |
| 10           | 10.00       |
| 11           | 11.00       |
| 12           | 12.00       |
| 13           | 13.00       |
| 14           | 14.00       |
| 15           | 15.00       |
| 16           | 16.00       |
| 17           | 17.00       |
| 18           | 18.00       |
| 19           | 19.00       |
| 20           | 20.00       |
| 21           | 21.00       |
| 22           | 22.00       |
| 23           | 23.00       |
| 24           | 24.00       |
| 25           | 25.00       |
| 26           | 26.00       |
| 27           | 27.00       |
| 28           | 28.00       |
| 29           | 29.00       |
| 30           | 30.00       |
| 31           | 31.00       |
| 32           | 32.00       |
| 33           | 33.00       |
| 34           | 34.00       |
| 35           | 35.00       |
| 36           | 36.00       |
| 37           | 37.00       |
| 38           | 38.00       |
| 39           | 39.00       |
| 40           | 40.00       |
| 41           | 41.00       |
| 42           | 42.00       |
| 43           | 43.00       |
| 44           | 44.00       |
| 45           | 45.00       |
| 46           | 46.00       |
| 47           | 47.00       |
| 48           | 48.00       |
| 49           | 49.00       |
| 50           | 50.00       |
| 51           | 51.00       |
| 52           | 52.00       |
| 53           | 53.00       |
| 54           | 54.00       |
| 55           | 55.00       |
| 56           | 56.00       |
| 57           | 57.00       |
| 58           | 58.00       |
| 59           | 59.00       |
| 60           | 60.00       |
| 61           | 61.00       |
| 62           | 62.00       |
| 63           | 63.00       |
| 64           | 64.00       |
| 65           | 65.00       |
| 66           | 66.00       |
| 67           | 67.00       |
| 68           | 68.00       |
| 69           | 69.00       |
| 70           | 70.00       |
| 71           | 71.00       |
| 72           | 72.00       |
| 73           | 73.00       |
| 74           | 74.00       |
| 75           | 75.00       |
| 76           | 76.00       |
| 77           | 77.00       |
| 78           | 78.00       |
| 79           | 79.00       |
| 80           | 80.00       |
| 81           | 81.00       |
| 82           | 82.00       |
| 83           | 83.00       |
| 84           | 84.00       |
| 85           | 85.00       |
| 86           | 86.00       |
| 87           | 87.00       |
| 88           | 88.00       |
| 89           | 89.00       |
| 90           | 90.00       |
| 91           | 91.00       |
| 92           | 92.00       |
| 93           | 93.00       |
| 94           | 94.00       |
| 95           | 95.00       |
| 96           | 96.00       |
| 97           | 97.00       |
| 98           | 98.00       |
| 99           | 99.00       |
| 100          | 100.00      |

| RIGHT OF WAY |             |
|--------------|-------------|
| REVISIONS    |             |
| NO.          | DESCRIPTION |
| 1            | 1.00        |
| 2            | 2.00        |
| 3            | 3.00        |
| 4            | 4.00        |
| 5            | 5.00        |
| 6            | 6.00        |
| 7            | 7.00        |
| 8            | 8.00        |
| 9            | 9.00        |
| 10           | 10.00       |
| 11           | 11.00       |
| 12           | 12.00       |
| 13           | 13.00       |
| 14           | 14.00       |
| 15           | 15.00       |
| 16           | 16.00       |
| 17           | 17.00       |
| 18           | 18.00       |
| 19           | 19.00       |
| 20           | 20.00       |
| 21           | 21.00       |
| 22           | 22.00       |
| 23           | 23.00       |
| 24           | 24.00       |
| 25           | 25.00       |
| 26           | 26.00       |
| 27           | 27.00       |
| 28           | 28.00       |
| 29           | 29.00       |
| 30           | 30.00       |
| 31           | 31.00       |
| 32           | 32.00       |
| 33           | 33.00       |
| 34           | 34.00       |
| 35           | 35.00       |
| 36           | 36.00       |
| 37           | 37.00       |
| 38           | 38.00       |
| 39           | 39.00       |
| 40           | 40.00       |
| 41           | 41.00       |
| 42           | 42.00       |
| 43           | 43.00       |
| 44           | 44.00       |
| 45           | 45.00       |
| 46           | 46.00       |
| 47           | 47.00       |
| 48           | 48.00       |
| 49           | 49.00       |
| 50           | 50.00       |
| 51           | 51.00       |
| 52           | 52.00       |
| 53           | 53.00       |
| 54           | 54.00       |
| 55           | 55.00       |
| 56           | 56.00       |
| 57           | 57.00       |
| 58           | 58.00       |
| 59           | 59.00       |
| 60           | 60.00       |
| 61           | 61.00       |
| 62           | 62.00       |
| 63           | 63.00       |
| 64           | 64.00       |
| 65           | 65.00       |
| 66           | 66.00       |
| 67           | 67.00       |
| 68           | 68.00       |
| 69           | 69.00       |
| 70           | 70.00       |
| 71           | 71.00       |
| 72           | 72.00       |
| 73           | 73.00       |
| 74           | 74.00       |
| 75           | 75.00       |
| 76           | 76.00       |
| 77           | 77.00       |
| 78           | 78.00       |
| 79           | 79.00       |
| 80           | 80.00       |
| 81           | 81.00       |
| 82           | 82.00       |
| 83           | 83.00       |
| 84           | 84.00       |
| 85           | 85.00       |
| 86           | 86.00       |
| 87           | 87.00       |
| 88           | 88.00       |
| 89           | 89.00       |
| 90           | 90.00       |
| 91           | 91.00       |
| 92           | 92.00       |
| 93           | 93.00       |
| 94           | 94.00       |
| 95           | 95.00       |
| 96           | 96.00       |
| 97           | 97.00       |
| 98           | 98.00       |
| 99           | 99.00       |
| 100          | 100.00      |



COLORADO DEPARTMENT OF HIGHWAYS  
FORM CDR 34  
APR 1962

| PLAN       | SURVEYED | BY      | DATE |
|------------|----------|---------|------|
| NOTES BOOK | ALIGNED  | CHECKED |      |
| RT. OF WAY | CHECKED  |         |      |

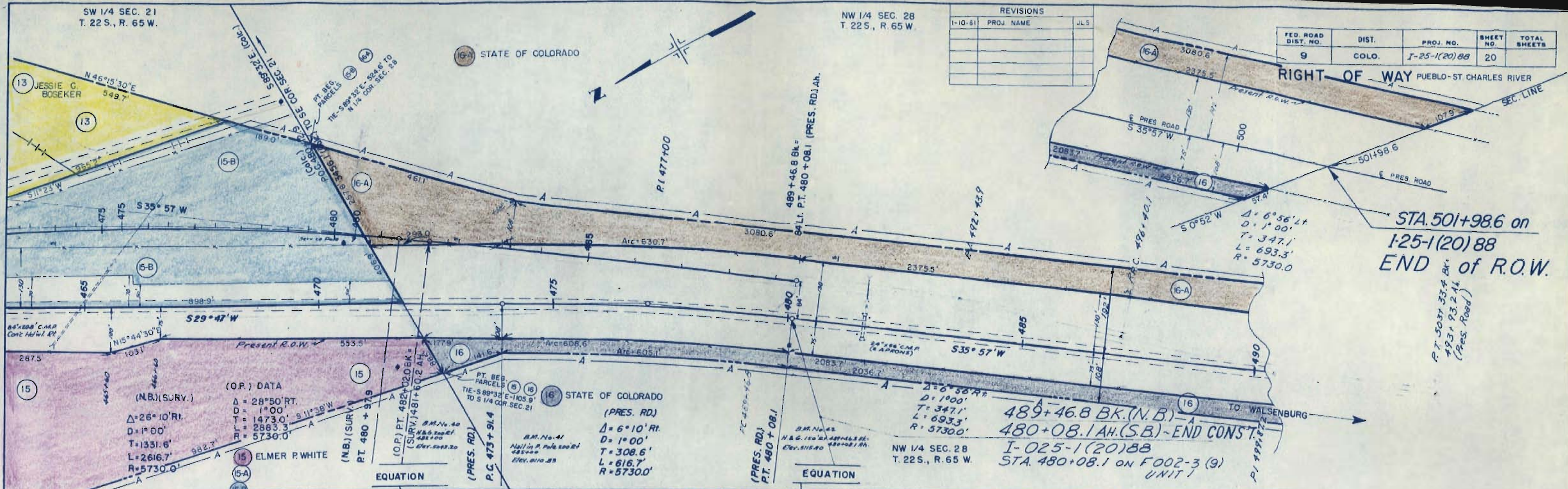
| PROFILE    | SURVEYED            | BY    | DATE |
|------------|---------------------|-------|------|
| NOTES BOOK | GRADES CHECKED      |       |      |
| NO.        | STRUCTURE NOTATIONS | CH RD |      |

SW 1/4 SEC. 21  
T. 22 S., R. 65 W.

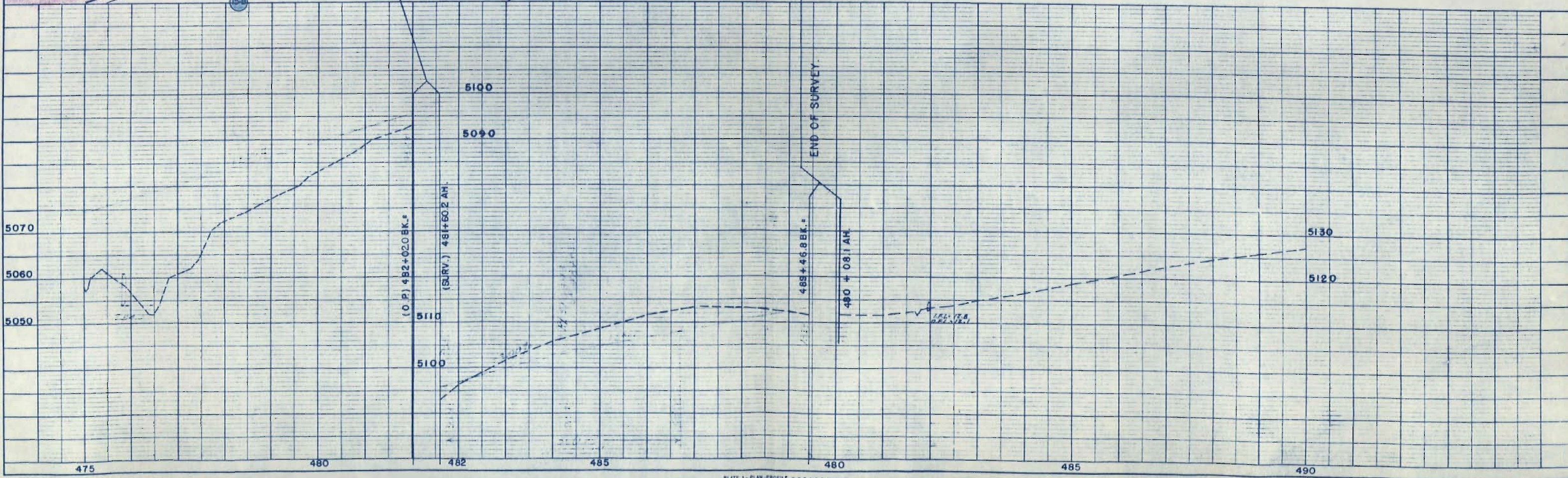
NW 1/4 SEC. 28  
T. 22 S., R. 65 W.

| REVISIONS |            |     |
|-----------|------------|-----|
| NO.       | PROJ. NAME | JLS |
| 1-10-61   |            |     |
|           |            |     |
|           |            |     |

| FED. ROAD DIST. NO. | DIST. | PROJ. NO.    | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------|-----------|--------------|
| 9                   | COLO. | I-25-1(20)88 | 20        |              |



STA. 501+98.6 on  
I-25-1(20)88  
END of R.O.W.  
PT. 503+33.4 BK.  
493+93.2 AH.  
(Pres. Road)



| FEDERAL ROAD<br>DIVISION NO. | DISTRICT | PROJ. NO.    | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------------------|----------|--------------|--------------|-----------------|
| 9                            | COLORADO | I 25-1(20)88 | 21           |                 |

RIGHT OF WAY<sup>PUE</sup>  
OWNERSHIP MAP  
PLAT

SHOWING CLAIMANTS WITH  
REGARD TO RIGHT OF WAY  
FOR PROJECT I 25-I(20)88  
ORIGINAL SCALE 1" = 400'

| REVISIONS |                               |      |
|-----------|-------------------------------|------|
| 5-17-60   | appr. Roads                   | JL   |
| 1-10-61   | PROJ. NAME                    | JL   |
| 3-12-73   | Added Par.1-A , Revised Par.1 | V.F. |
| 7-18-86   | Revise Access Par.1 Rev 2     | D.R. |
|           |                               |      |
|           |                               |      |

"A"

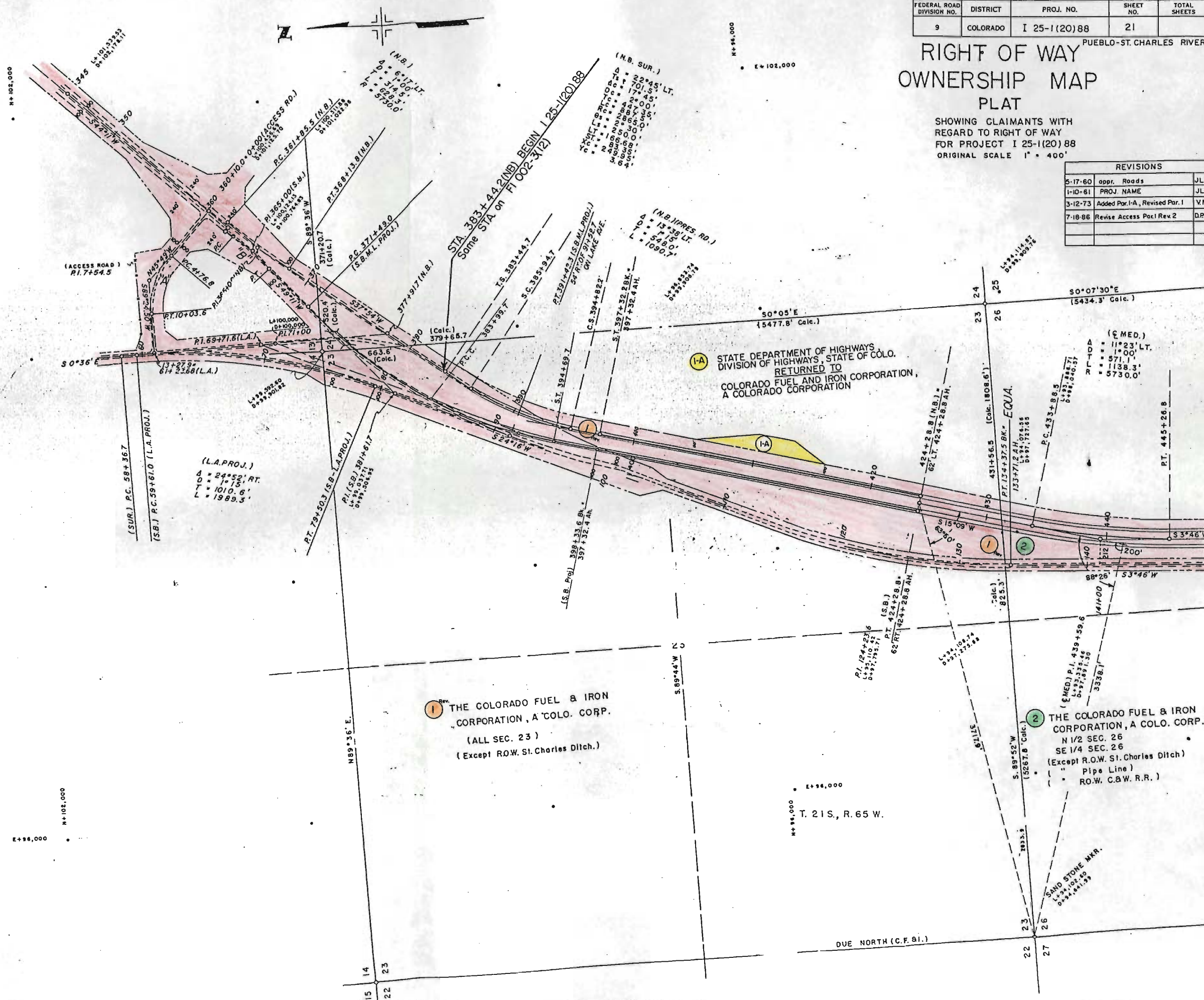
A = 44° 46' LT.  
D = 8° 30'  
T = 277.7'  
L = 526.8'  
R = 674.1'

" B "

$\Delta = 5^{\circ}00' \text{ RT.}$   
 $D = 1^{\circ}15'$   
 $T = 200.2'$   
 $L = 400.0'$

$P.C. = 362+99.8$   
 $P.I. = 365+00$   
 $P.T. = 366+99.8$

"C"  
 $\Delta = 24^{\circ}55' \text{ LT.}$   
 $D = 1^{\circ}15'$   
 $T = 1012.7'$   
 $L = 1993.3'$   
 $P.C. = 371+49.0$   
 $P.I. = 381+61.7$   
 $P.T. = 391+42.3$

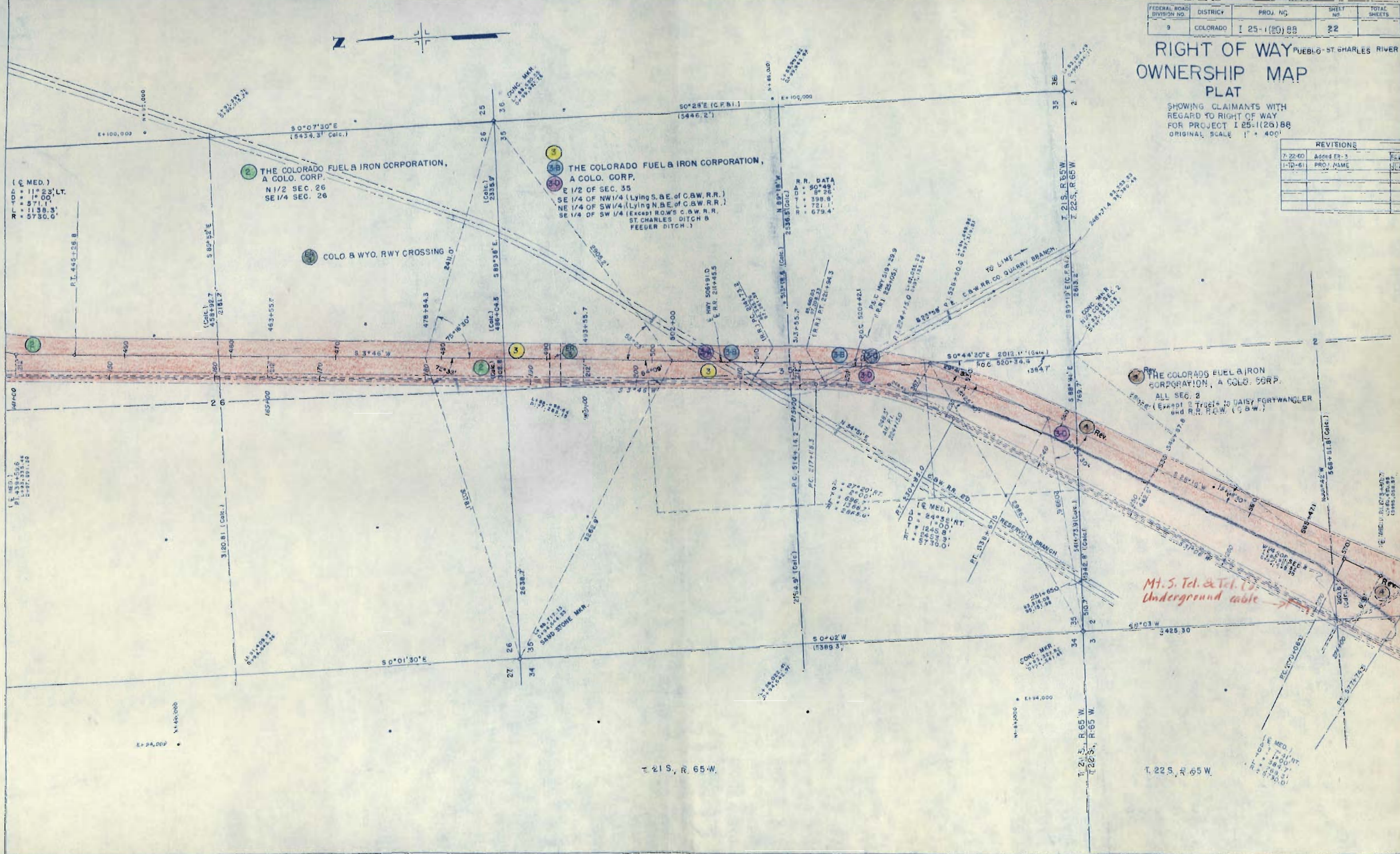


| FEDERAL ROAD DIVISION NO. | DISTRICT | PROJ. NO.     | SHEET NO. | TOTAL SHEETS |
|---------------------------|----------|---------------|-----------|--------------|
| 9                         | COLORADO | I 25-1(26) 88 | 22        |              |

# RIGHT OF WAY PUEBLO-ST CHARLES RIVER OWNERSHIP MAP PLAT

SHOWING CLAIMANTS WITH  
REGARD TO RIGHT OF WAY  
FOR PROJECT I 25-1(26) 88  
ORIGINAL SCALE 1" = 400'

| REVISIONS |              |      |
|-----------|--------------|------|
| 7-22-60   | Added E.R. 1 | J.S. |
| 1-12-61   | PROJ. NAME   | J.S. |
|           |              |      |
|           |              |      |
|           |              |      |

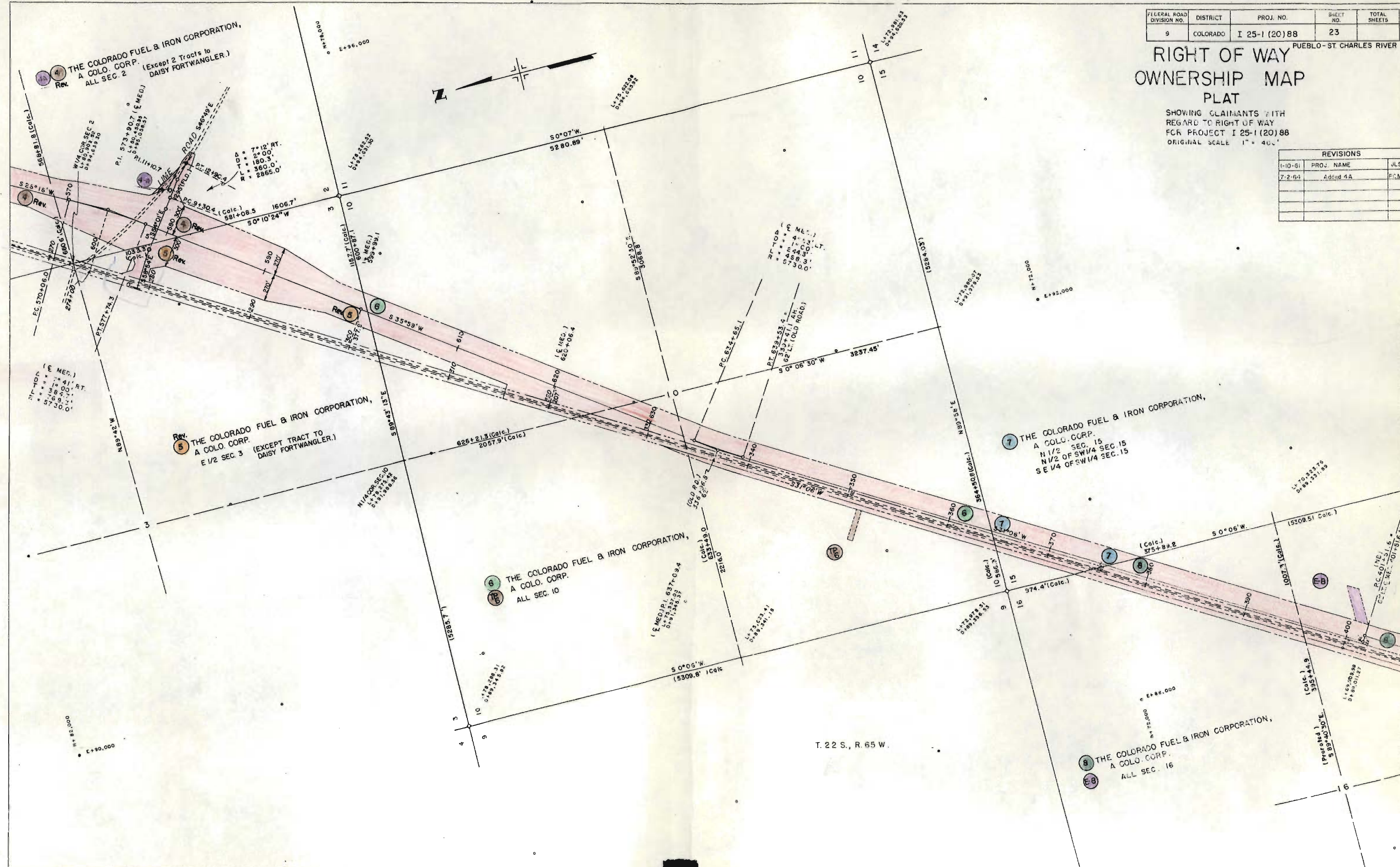


| FEDERAL ROAD<br>DIVISION NO. | DISTRICT | PROJ. NO.      | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------------------|----------|----------------|--------------|-----------------|
| 9                            | COLORADO | I 25-1 (20) 88 | 23           |                 |

# RIGHT OF WAY OWNERSHIP MAP PLAT

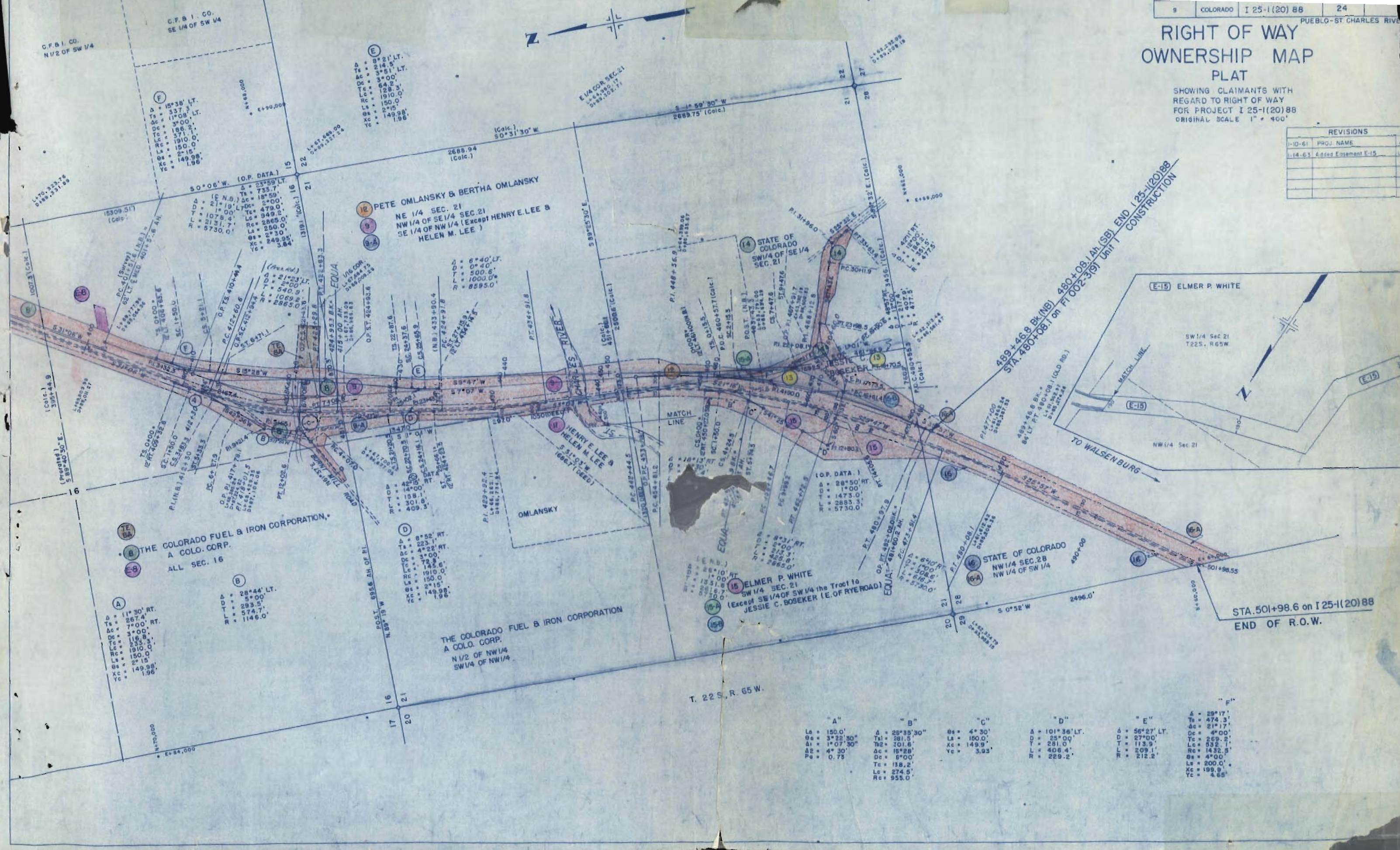
SHOWING CLAIMANTS WITH  
REGARD TO RIGHT OF WAY  
FOR PROJECT I 25-1 (20) 88  
ORIGINAL SCALE 1" = 400'

| REVISIONS |            |        |
|-----------|------------|--------|
| NO.       | PROJ. NAME | JLS    |
| 1-10-61   | Added 4A   | F.C.M. |
| 7-2-64    |            |        |
|           |            |        |
|           |            |        |
|           |            |        |



SHOWING CLAIMANTS WITH  
REGARD TO RIGHT OF WAY  
FOR PROJECT I-25-I(20)88  
ORIGINAL SCALE 1" = 400'

| REVISIONS |                     |     |
|-----------|---------------------|-----|
| 1-10-61   | PROJ. NAME          | JLS |
| 1-14-63   | Added Easement E-15 | LHJ |
|           |                     |     |
|           |                     |     |
|           |                     |     |
|           |                     |     |



| "A"           |               | "B"          |                | "C"            |             | "D" |  | "E" |  | Δ = 29°17' |
|---------------|---------------|--------------|----------------|----------------|-------------|-----|--|-----|--|------------|
| La = 150.0°   | Δ = 28°35'30" | θs = 4°30'   | Δ = 101°36'17" | δ = 56°27' LT. | Δ = 474.3'  |     |  |     |  |            |
| Re = 3°22'30" | Tel = 261.5°  | Le = 150.0°  | D = 25°00'     | D = 27°00'     | Δc = 21°17' |     |  |     |  |            |
| Al = 1°07'30" | Tel = 201.6°  | Tel = 149.9° | L = 213.9°     | T = 27°00'     | Dc = 4°00'  |     |  |     |  |            |
| ΔE = 4°30'    | Δc = 15°28'   | Yc = 3.93    | D = 406.4°     | L = 209.1°     | Tc = 269.2° |     |  |     |  |            |
| Pa = 0.78     | Dc = 6°00'    |              | R = 229.2°     | R = 212.2°     | Δs = 0°00'  |     |  |     |  |            |
|               | Tc = 138.2°   |              |                |                | θs = 200.0° |     |  |     |  |            |
|               | Lc = 274.5°   |              |                |                | Xc = 199.9° |     |  |     |  |            |
|               | Rc = 955.0°   |              |                |                | Yc = 4.65   |     |  |     |  |            |