FED. ROAD DIST. NO.	STATE	U.S.P.W.H. PROJ. NO.	SHEET NO.	TOTAL SHEETS
8	COLO.	N.R.H.151-D	1	

Rev. 2-1-35 Rev.

COLORADO
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
U.S.P.W. HIGHWAY PROJECT NRH NO. 151-D (1935)
STATE HIGHWAY NO. 2
GRAND COUNTY

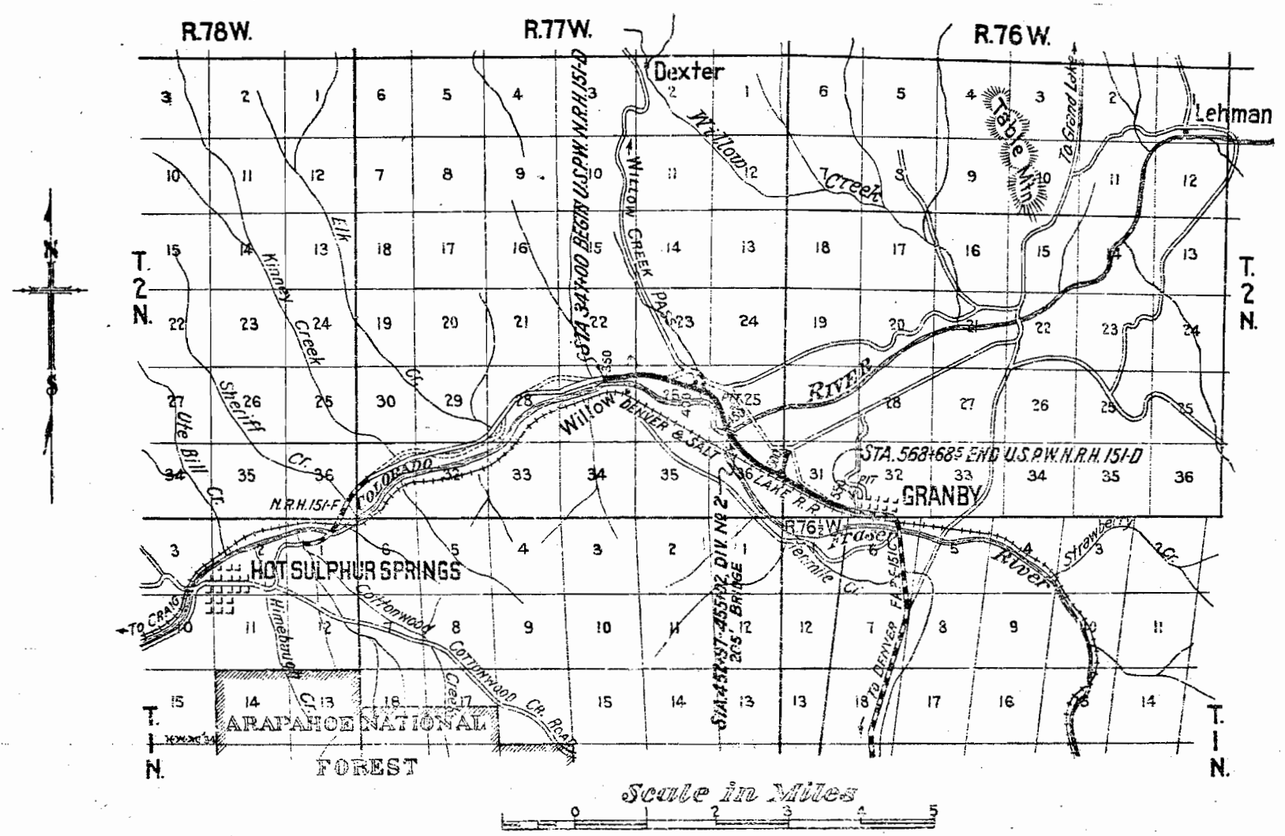
INDEX OF SHEETS

SCALES OF ORIGINAL TRACINGS

ON PLAN, 1 IN. = 100 FT.
ON PROFILE { 1 IN. = 100 FT. HORIZONTAL
1 IN. = 10 FT. VERTICAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
GROSS LENGTH OF PROJECT } 25,045.3 FT. = 4.782 MI.
NET LENGTH OF PROJECT

CONVENTIONAL SIGNS

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



~ NOTE ~

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

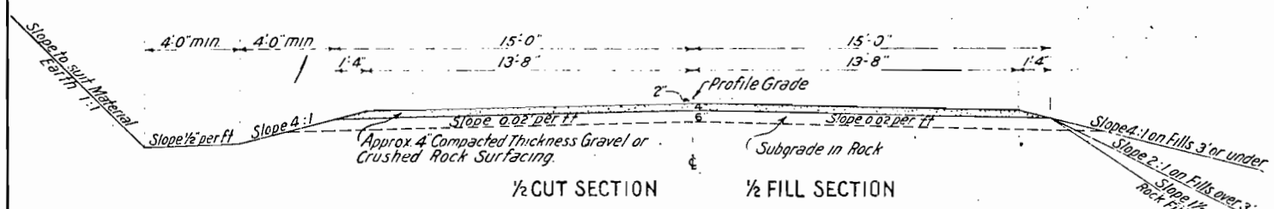
RECOMMENDED FOR APPROVAL 12/27/34
J. Williams
ASSISTANT ENGINEER
APPROVED
Chas. D. Vail
STATE HIGHWAY ENGINEER
RECOMMENDED FOR APPROVAL
DIST. ENG. BUREAU PUBLIC ROADS
RECOMMENDED FOR APPROVAL
CHIEF ENG. BUREAU PUBLIC ROADS
APPROVED
DIRECTOR BUREAU PUBLIC ROADS

FED. ROAD DIST. NO	STATE	U.S. P.W. H'WAY PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	NRH 151 D (1935)	2	

Rev 1-23-35 H.S.K.
Rev 2-2-35 R.L.
Rev as Const. 1-23-36 A.J.T.

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

TYPICAL CROSS SECTIONS

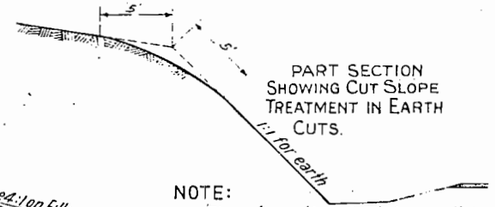


½ CUT SECTION

½ FILL SECTION

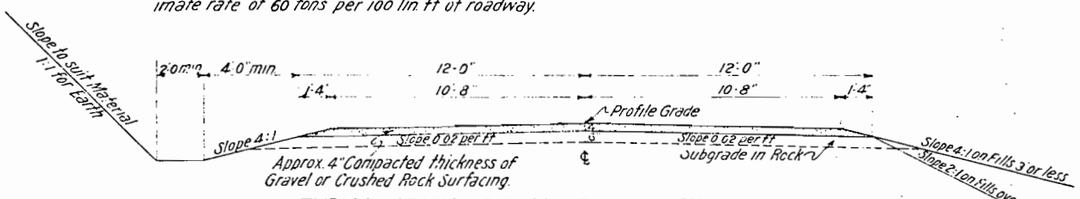
NOTE:-
The thickness of Gravel or Crushed Rock Surfacing is to be considered approximate only. Surfacing is to be placed at the approximate rate of 75 Tons per 100 lin. ft. of roadway.
On the Section for connections as shown below, the surfacing is to be placed at the approximate rate of 60 tons per 100 lin. ft of roadway.

NOTE:-
In places where the Excavation and Embankment are in rock which would result in a roadway unsuitable for traffic, the 6" immediately underlying the subgrade, as shown on the Typical Section, is to be constructed of Selected Material which is to to classified and paid for as "Unclassified Excavation."



PART SECTION SHOWING CUT SLOPE TREATMENT IN EARTH CUTS.

NOTE:
The intersection of cut slopes with the existing ground line shall be rounded in earth cuts, beginning 5'-0" back of the slope stake and extending 5' down the cut slope. Where the cut slope is less than 5', reduce both of the above lengths to the actual slope distance.
Excavation quantities involved in rounded slopes shall not be included in "Unclassified Excavation."



TYPICAL SECTION FOR CONNECTIONS TO
WILLOW CREEK PASS ROAD - STA. 400+02.9 & 412+15.7
GRAND LAKE ROAD - STA. 507+17.8 & 515+72.0

SUMMARY OF APPROXIMATE QUANTITIES

NO.	ITEM	UNIT	ROADWAY-CONST. DIV. NO 1 MAIN	GL CONN	W.C. CONN. Fed Aid	W.C. CONN. No F.A.	BRIDGE STA 452+ CONST. DIV. NO. 2	TOTALS
10a	Clearing & Grubbing Entire Proj.	Lmp Sum	•					•
10b	" " " Grand Lk Conn.	" "		•				•
10c	" " " Willow Cr. "	" "				•		•
11a	Removing 3 structures	" "	•					•
11b	Remove and replace telep. line	" "	•					•
11c	Remove Structure	" "		•				•
12a	Removing fence	Lin Ft	1,600	1280				3,480
13c	Unclassified Excavation	Cu Yd	133,750.6	23,305.9	3693	26,540		187,080.4
13y	Cut slope treatment	Mi	3.276	0.254		0.259		3.789
14a	Dry Rock Excavation (Str.)	Cu Yd	41.6					41.6
14b	" Comm. " "	" "	494.7	60.2			56.7	611.6
14c	Wet Rock " "	" "						
14d	" Comm " "	" "	301.4	26.5			1142.6	1470.5
18a	Sta. Yd Overhaul	Sta Yd	723,401.5	83,283.8	—	—		806,975.3
18b	Yd. Mi. Overhaul	Yd. Mi	7170.6	1028.1	—	—		8198.7
30x	Gravel or Crushed Rock Surf	Tons	16733.77	1938.27	3186	6758		28,685.64
42a	Untreated Bridge Timber	M Ft B.M.					0.3	0.3
46a	Class "A" Concrete	Cu Yd		6.25			522	528.25
46b	" "B" Concrete	" "	59.36	7			72.5	138.86
47	Reinforcing steel	Lbs		320.			62,840	63,160
48	Structural "	" "					290,700	290,700
53a	15" Corr Metal Culv Pipe	Lin Ft.	156	42				198
53c	24" " " " "	" "	1194	46				1240
53d	30" " " " "	" "	330	52				382
53e	36" " " " "	" "	290					290
53b	18" " " " "	" "		112				112
53c	Connector band-W.O. #2839	Each	1					1
56c	24" Perforated Met pipe Und dr	Lin. Ft	82					82
13d	Specl Ditch Exc.-W.O. #136	Cu Yd.	5370.					5370.
72	Wire Cable Guard Fence (Wd P)	Lin Ft	4350					4350
75a	Galv Barbed wire fence " "	" "	1,014	1108				2122
75s	Spec. 5'-0" " " "	" "	11,294	3,340				14,634
75t	Spec. gates in B.W. "	Each	6					6
78	Project Marker	"	1					1
79	Right of Way Markers	"	34	7		4		45
85e	Trash guards for 36" siphon	"		2				2
96e	36" Corr. Metal Siphon pipe	Lin. Ft.		42				42
81	Bronze name plate	Each					1	1
89	Drain pipe	"					24	24
95x	Driveway gates	"	1					1
95t	Spec. " "	"	1					1
55	Rem. & Rep. 4C, M.P.S.-W.O. #2889	L. Sum	•					•
	Rip-rap	Cu. Yd.					80	80

GENERAL NOTES

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

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

All curves are to be superelevated and widened as provided for by the Standard Superelevation sheet.

All Roadway excavations required to construct this Project are to be obtained as indicated on the plans. Quantities involved beyond the limits of the ditch as shown on the Typical Section either noted on Profile as "Borrow", or on List of Structures as "Embankment", are to be classified and paid for as "Unclassified Excavation."
These quantities are to be staked as part of the original excavation at locations indicated on the plans. Slope stakes, beyond the limits of the Typical Section, as shown, are subject to change by the Engineer to fit Embankment requirements actually met in construction.

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

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

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

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

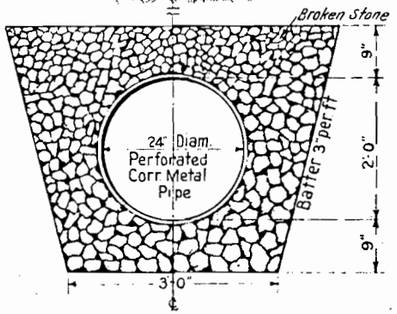
R.O.W. MARKERS

STATION	LEFT	RIGHT
347+00	1	1
358+00	1	
366+00	2	
369+43.1	1	1
388+00		2
396+38	1	
396+73.4		2
400+02.9	1	
403+12	1	
409+75	1	
412+15.7	1	
424+12.4	1	1
433+61.3	1	
449+00	2	
458+43.6	1	1
475+25.0		2
507+17.8	1	
511+35.4		1
515+72	1	
538+50		1
540+50	1	1
562+82.8	1	1
GRAND LAKE CONN		
512+00	1	
523+00		2
530+00		2
532+65	1	
533+00		1
WILLOW CR. CONN.		
7+00	1	1
7+78.7	1	1
TOTALS	23	22

FENCING AND GATE REQUIREMENTS

STATIONS	SIDE	REMOVE FENCE Lin. Ft.	BUILD B.W. FENCE Lin. Ft	B.W. GATES EACH	DRWAY GATES EACH	BUILD SPEC FENCE ★
347+00 to 349+00	L.	530	306			
348+25	L.				1	
399+40	R			1		
392+50 to 399+40	R		708			62
433+00	X	150				
433+50 to 453+00	R&L					3931
445+00	X.	150				
455+00 to 507+18	R&L					7301
458+00	R&L			2		
461+30	R			1		
463+90	L			1		
482+00	X	120				
490+50	L			1		
528+00 to 533+00	R	650				
531+00	L				1	
MAIN HWAY TOTALS		1600	1014	6	2	11,294
GRAND LAKE CONNECTION						
507+18 to 532+50	L.					2477
511+00 to 532+50		1880				
523+00 to 533+00	L		1108			
514+50 to 523+00	R					863
GR. LAKE TOTALS		1880	1108	—	—	3340

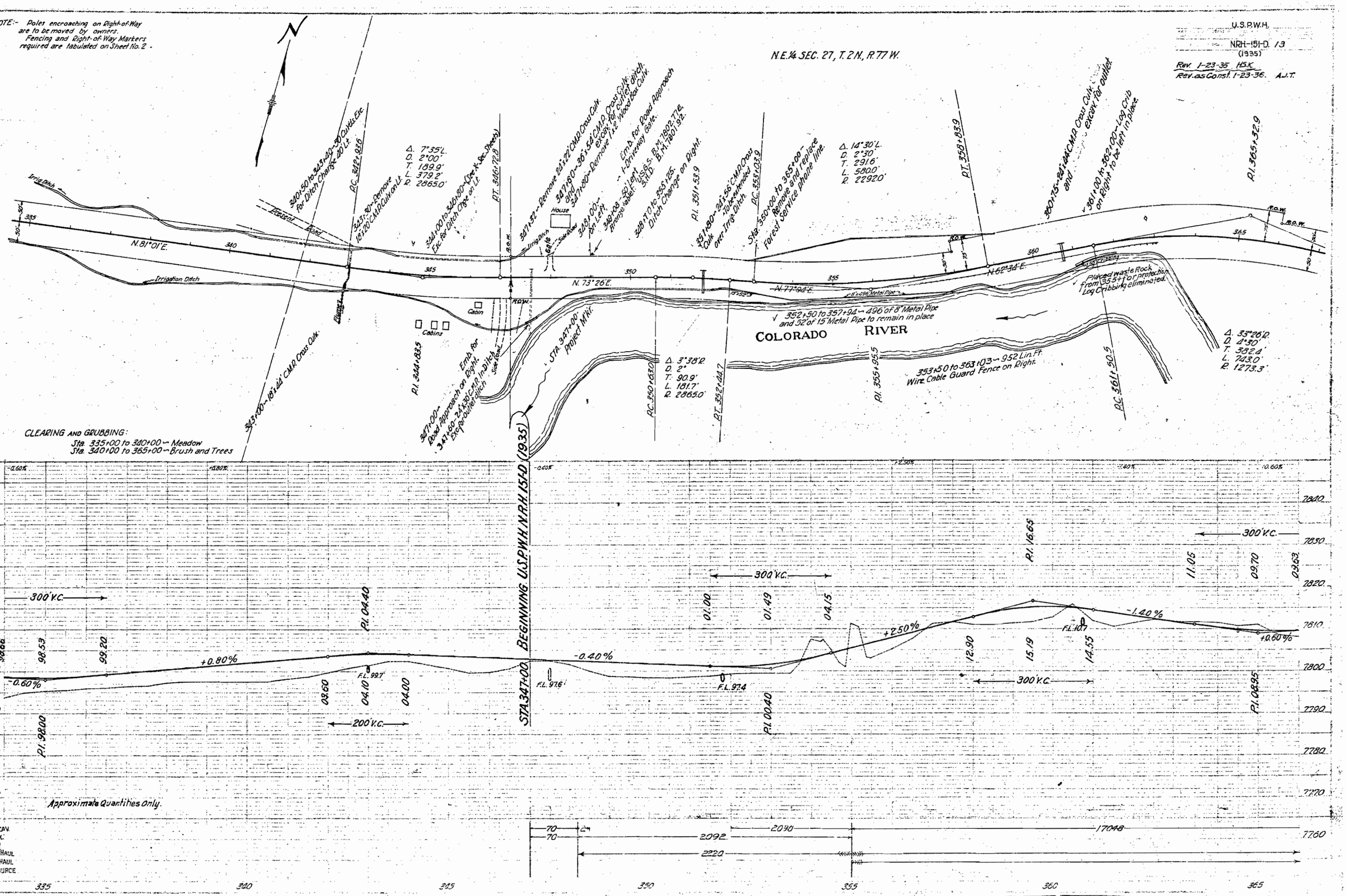
★ Special 5'-0" Barbed wire fence with metal posts as per details on Sheet No. 12



PERFORATED C.M.P. UNDERDRAIN
STA. 430+57

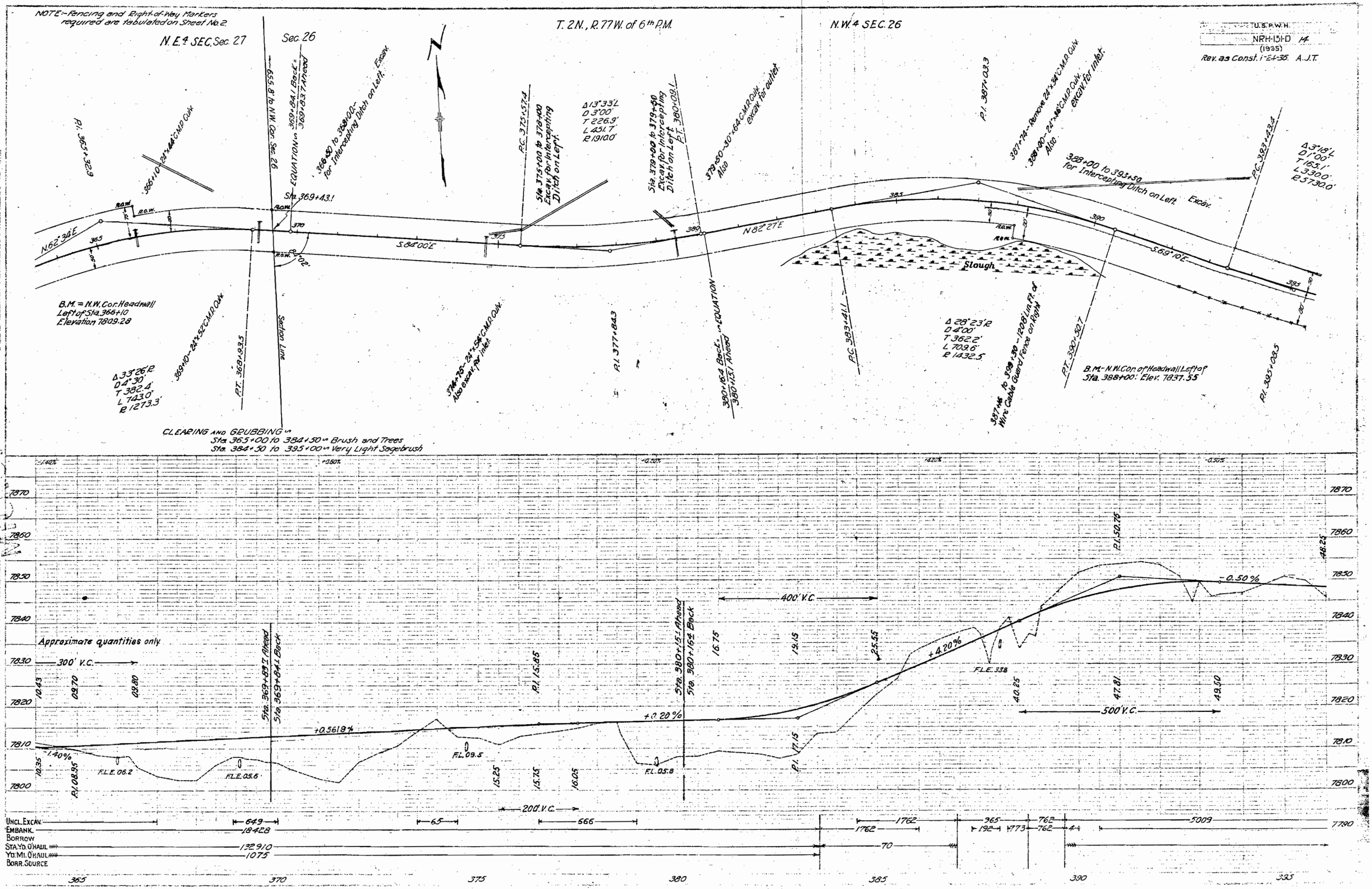
U.S.P.W.H.
NRH-151-D. 13
(1935)
Rev. 1-23-35 H.S.K.
Rev. as Const. 1-23-36. A.J.T.

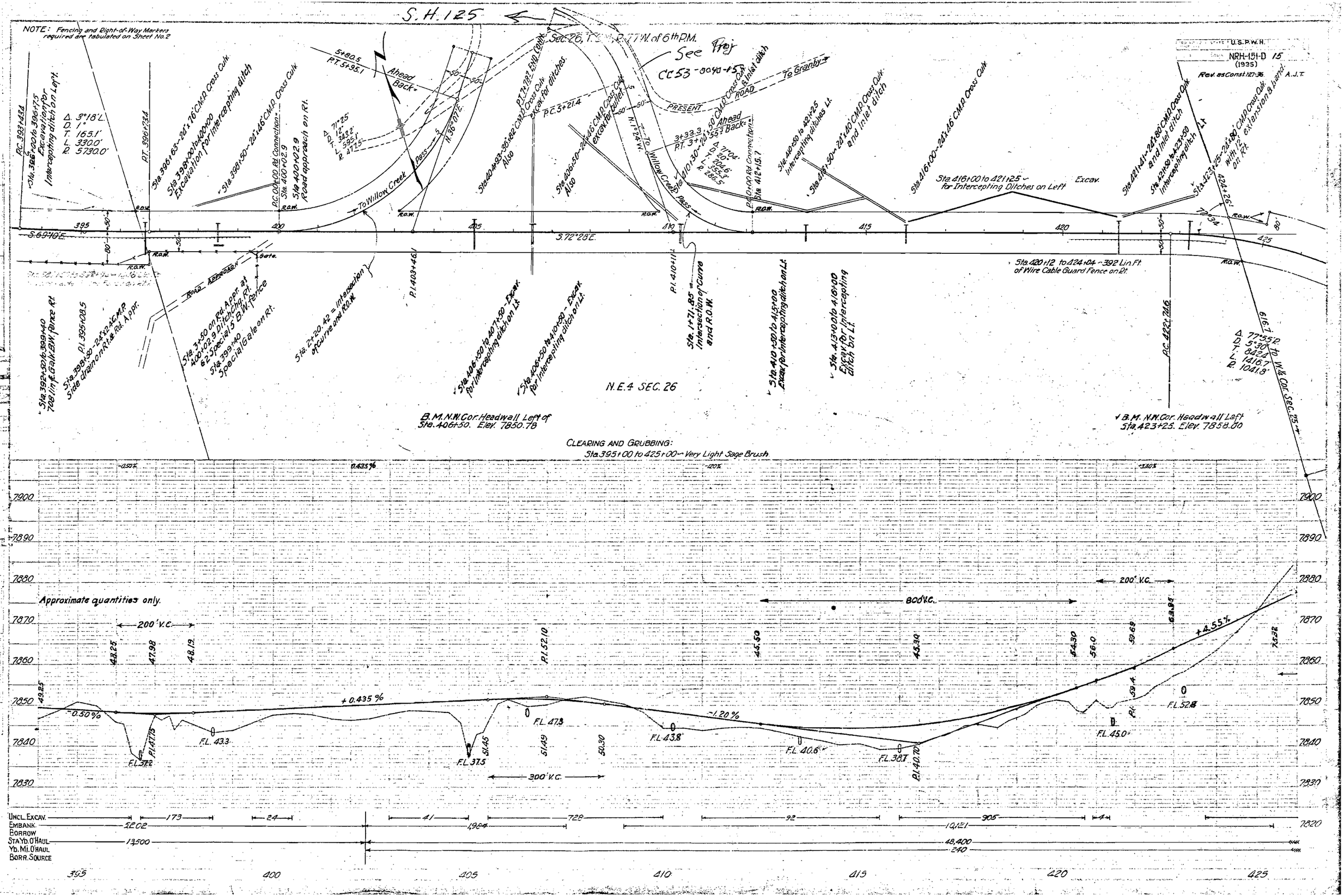
NOTE:- Poles encroaching on Right-of-Way are to be moved by owners. Fencing and Right-of-Way Markers required are tabulated on Sheet No. 2 -



NOTE:-Fencing and Right-of-Way Markers required are tabulated on Sheet No. 2.

U.S.P.W.H.
NRH-151-D 14
(1935)
Rev. as Const. 1-24-36. A.J.T.




S.H. 125
NOTE: Fencing and Right-of-Way Markers required are tabulated on Sheet No. 2
U.S.P.W.H.
NRH-151-D 15
(1935)
Rev. as Const. 121-36
A.J.T.
See Proj CC53-004A-15
To Granby
PRESENT ROAD
To Willow Creek Pass
Ahead
Back
Sec. 26, T.3 N., R.77 W. of 6th P.M.
Sta. 396+20 to 396+75 Excavation for Intercepting ditch on Left.
Sta. 396+63 ~ 24' x 16' C.M.P. Cross Culv.
Sta. 398+00 to 400+00 Excavation for Intercepting ditch
Sta. 398+50 ~ 24' x 46' C.M.P. Cross Culv.
P.C. 0+00 Rd. Connection Sta. 400+02.9
Sta. 400+02.9 Road approach on Rt.
Sta. 404+93 ~ 36' x 22' C.M.P. Cross Culv. Also
Sta. 406+50 ~ 24' x 46' C.M.P. Cross Culv. excav. for Inlet Also
Sta. 410+30 ~ 24' x 50' C.M.P. Cross Culv. excav. for Inlet
P.C. 0+00 Rd. Connection Sta. 412+15.7
Sta. 410+50 to 412+25 Intercepting ditches Lt.
Sta. 412+50 ~ 24' x 40' C.M.P. Cross Culv. and Inlet ditch
Sta. 416+00 ~ 24' x 46' C.M.P. Cross Culv.
Sta. 416+00 to 421+25 ~ For Intercepting Ditches on Left
Excav.
Sta. 421+41 ~ 24' x 80' C.M.P. Cross Culv. and Inlet ditch
Sta. 421+90 to 423+50 Intercepting ditch Lt.
Sta. 423+25 ~ 24' x 80' C.M.P. Cross Culv. with 12' extension & hand. on Rt.
Sta. 392+92 to 399+40 708 Lin. Ft. Gal. B.W. Fence Rt.
P.I. 395+08.5
Sta. 398+50 ~ 12' x 32' C.M.P. Side drain on Rt. & Rd. Appr.
Sta. 3+50 on Rd. Appr. at 400+02.9 Ditching Rt. 62 Special 15 B.W. Fence
Sta. 399+40 Special Gate on Rt.
Sta. 2+20.42 = Intersection of curve and R.O.W.
P.I. 403+46.1
Sta. 406+50 to 407+50 ~ Excav. for Intercepting ditch on Lt.
Sta. 406+50 to 410+50 ~ Excav. for Intercepting ditch on Lt.
Sta. 1+71.85 = Intersection of Curve and R.O.W.
P.I. 410+11.2
Sta. 410+30 to 415+00 Excav. for Intercepting ditch on Lt.
Sta. 413+00 to 416+00 Excav. for Intercepting ditch on Lt.
Sta. 420+12 to 424+04 ~ 392 Lin. Ft. of Wire Cable Guard Fence on Rt.
P.C. 422+26.6
616.7'
Δ 77°55' R
D 5°30'
T. 842.4
L. 1416.7'
R. 1041.8'
To W. 1/4 Cor. Sec. 25
B.M. N.W. Cor. Headwall Left of Sta. 406+50. Elev. 7850.78
B.M. N.W. Cor. Headwall Left Sta. 423+25. Elev. 7858.00
N.E. 1/4 SEC. 26
R.O.W.
Gate
Road Approach
S. 69°10' E.
S. 72°28' E.
CLEARING AND GRUBBING:
Sta. 395+00 to 425+00 ~ Very Light Sage Brush.
Approximate quantities only.
200' V.C.
300' V.C.
800' V.C.
+0.435 %
-0.50 %
-1.20 %
+4.55 %
F.L. 37.2
F.L. 43.3
F.L. 37.5
F.L. 47.3
F.L. 43.8
F.L. 40.6
F.L. 38.7
F.L. 45.0
F.L. 52.8
UNCL. EXCAV.
EMBANK.
BORROW
STA. YD. O'HAUL
YD. MI. O'HAUL
BORR. SOURCE
173
24
41
728
92
905
4
5202
4984
10,121
13,500
48,400
240
395
400
405
410
415
420
425

NOTE: Fencing and Right-of-Way Markers required are tabulated on Sheet No. 2

U.S.P.W.A.
NPH-151-D. 16
(1935)
Rev. 1-23-35 H.S.K.
" 2-1-35 H.L.
Rev. as Const. 1-27-36 A.J.T.

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

N.W.¼ SEC. 25

P.I. 431+17.0

Sta. 427+73 – 24'x42' CMP. Cross Culv. excav. for outlet.

Sta. 428+35 – 24'x42' Perforated CMP. Underdrain (See Sheet #2)

Sta. 434+35 – 20'x24' CMP. Cross Culvert

Sta. 435+65 – 24'x52' CMP. Cross Culvert (Long Line)

Sta. 436+50 – 24'x72' CMP. Cross Culvert Raise Hdwl. 1 ft.

Sta. 435+00 to 439+50 Excav. for Intercepting Ditches on Lt.

P.C. 433+60.0

Δ 31°43' L
D 4°00'
T 406.9'
L 792.9'
R 1432.5

P.T. 446+52.9

Sta. 442+50 to 448+75 Intercepting Drain Lt.

Sta. 447+00 – 24'x42' CMP. Cross Culvert excav. for outlet ditch.

Sta. 449+28 – 30"x112' Cross Culvert Also excav. for outlet. Sta. 8+27 on Approach 18"x30' C.M.P. Crossdrain

Sta. 451+00 1-Driveway Gate (Special) 15"x30' C.M.P. Side Drain on Lt.

Sta. 430+50 to 433+50 – for Intercepting Ditches on Left

P.O.S.T. 424+26.1

S. 72°28' E.

Revised Line

Sta. 434+20 to 440+58 – 648 Lin. Ft. of Wire Cable Guard Fence on Rt.

Line Change
Δ = 17°55' R.
D = 7°30'
T = 617.8
L = 1038.9
R = 764.0

Δ 77°55' R.
D 5°30'
T 842.4'
L 1416.7'
R 1041.8'

P.C. 424+92 Line Change – 616.7' to W. ¼ Corner Sec. 25

T.C. 429+80

P.T. 435+58.1 Line Change

Line Ch. back 437+62.7' – EQUATION 437+62.7' = Line Ahead 437+70.7'

COLORADO RIVER

N.E.¼ SEC. 26

P.C. 422+74.6

W. ¼ Cor.

S.W.¼ SECTION 25

Section Line

SECTION 26

CLEARING AND GRUBBING:
Sta. 425+00 to 449+15 – Light Sage Brush.
Sta. 449+15 to 454+00 – Heavy Willows.

B.M. N.E. Cor. of Hd. Wl. Lep. Sta. 436+50. Elev. 7851.47

P.I. 442+68.9

CONSTRUCT. DIVISION No. 2
Sta. 452+97 to 455+02 – Steel Truss Bridge as per details on sheet Nos. 4, 5, 6.

B.M. Extreme N.W. Cor. of Wheel Guard of Bridge. Elev. 7849.63

COLORADO RIVER

FRASER RIVER

Sta. 447+66 to 452+96 – 380 Lin. Ft. of Wire Cable Guard Fence on Lt. & Rt.

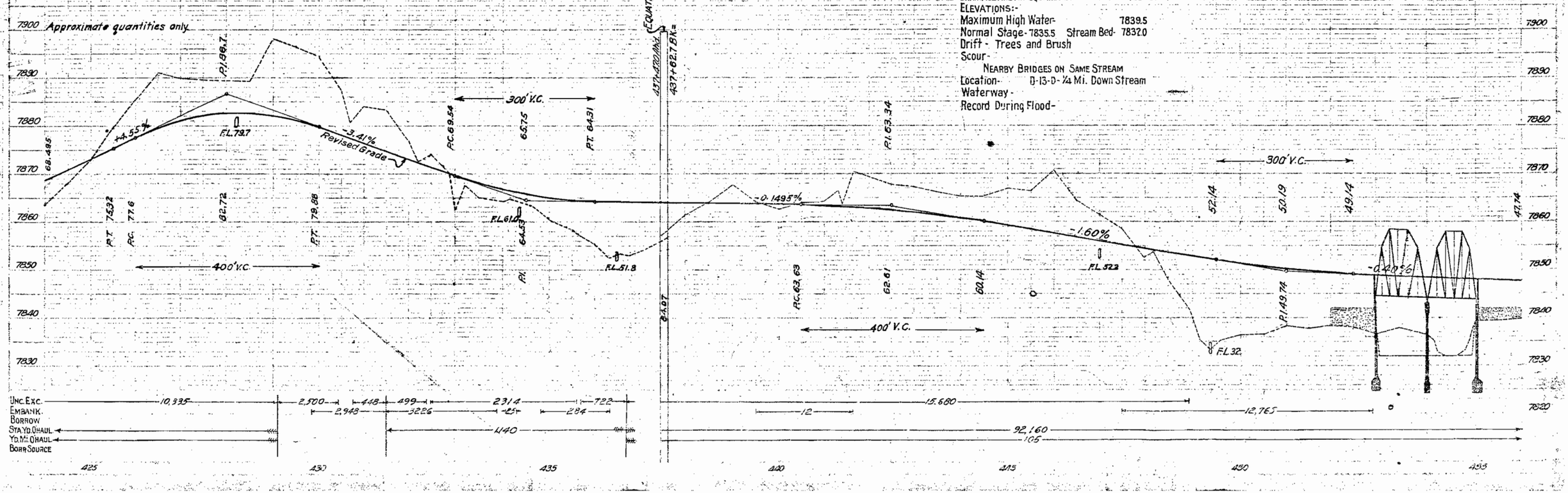
BRIDGE DATA

Structure No. D-13-0 Sta. 452+97 to 455+02
Stream - Colorado River Angle - 90°
Position Referred to Present Structure - ¼ Mi. Upstream
Span - 2-Sp. @ 100'
Clear Roadway - 30'
Clear Waterway - 2400
Type of Superstructure - Steel Trusses; Conc. Floor
" " Substructure - Conc. Piers & Abuts.
Detour Requirements - None
R.R. Siding - Granby
Haul to Bridge Site - 2½ Mi.

STREAM DATA

Drainage Area in Square Mi. 425
Elevations:-
Maximum High Water - 7839.5
Normal Stage - 7835.5 Stream Bed - 7832.0
Drift - Trees and Brush
Scour -
Nearby Bridges on Same Stream
Location - D-13-D - ¼ Mi. Down Stream
Waterway -
Record During Flood -

Approximate quantities only



Unc. Exc.	10,335		2,500	448	499	2314		722		15,680			12,765		
Embank.			2,943		3226	25		284		12					
Borrow															
Sta. Yd. Haul					1140							92,160			
Yd. Mi. Haul												105			
Borr. Source															

FED. ROAD DIST. NO.	STATE	U.S.R.W.H. PROJ. NO.	SHEET NO.	TOTAL SHEETS
8	COLO.	NRH-151-D (1935)	17	

Rev. as Const. 1-27-35. A.J.T.

NOTE: Fencing and Right of Way Markers required are tabulated on Sheet No. 2

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

N.E.¼ SEC. 36

S.W.¼ SEC. 25

N.W.¼ SEC. 36

389.6' to S.E. Cor. Sec. 25

Sta. 458+43.6

GATE

R.O.W.

61°54'

"T" Line

455

450

460

470

475

480

485

50'

Sta. 455+05 to 456+95 – 260 Lin. Ft. of Wire Cable Guard Fence on Lt. & Rt.

Section Line

1240' to N.W. Cor. Sec. 36

Sta. 456+00 – 2 Special Gates 1 Rt. & 1 Lt. in B.W. Fence with Steel Posts. Also Rd. Appr. Rt. & Lt.

Sta. 461+30 – 1 Special Gate on Rt. B.W. Fence with Steel Posts

Sta. 463+90 – 1 Special Gate on Lt. B.W. Fence with Steel Posts

S. 26°16'E.

P.C. 464+27.8

465+90 – 24"x44' C.M.P. Cross Cut. Road Also 10 cu. yds. excav. for outlet.

Sta. 460+65 to 465+00 Exc. for Ditch on Rt.
Sta. 463+20 to 465+00 Exc. for Ditch on Lt.

Δ. 32°39' L.
D. 2°00'
T. 839.1'
L. 1632.5'
R. 2865.0'

478+50 – 36"x44' C.M.P. Cross Cut. Road Also excav. for outlet.

P.T. 480+90.3

S. 58°55'E.

Railroad R.O.W. Fence

P.I. 472+66.9

DENVER AND SALT LAKE RAILROAD

CLEARING & GRUBBING
Sta. 455+00 to 457+00 – Meadow
Sta. 457+00 to 485+00 – Swamp

PLAN

NOTE BOOK NO.

SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED

BY

DATE

PROFILE

NOTE BOOK NO.

SURVEYED
PLOTTED
GRADES CHECKED
B. MS. NOTED
STRUCTURE NOTAT'NS CH'KD

BY

DATE

7890
7880
7870
7860
7850
7840
7830
7820
7810

-1.00%

+0.82%

300' V.C.

46.54

46.40

47.17

-0.40%

+0.82%

El. 44.8

El. 36.4

P.I. 459+94

Bridge shown on Sheet 16

Approximate Quantities Only

Uncl. Excav.				3421
Embank.	2903	5294		8421
Borrow		3284		109,850
Sta. Yd. O'haul		31,340		2,750
Yd. Mt. O'haul				
Borr. Source		Channel Improvement N.E. Bank of River		Right of Way Sta. 436+00 to Sta. 447+40

455 450 465 470 475 480 485

PLATE I – PLAN-PROFILE D.P.R. & R.E. STANDARD

NOTE:- Fencing and Right of Way Markers required are tabulated on Sheet No. 2

U. S. P. W. H.
NRH-151-D 18
(1935)
Rev. as Const. 1-28-36 A.J.T.

N.E.¼ SEC. 36

488+50 - 36"x52' C.M.P. Cross Culv. excav. for outlet ditch Also

490+40 - Emb. for Road Approach on Left - 1-Barbed Wire Gate Also 24"x28' C.M.P. Side drain.

Gate

485 490 495 500 505 510 515

50' 50' 50' 50'

S. 58°55'E.

NOTE - 497+68.5 to 503+96.5 Fence one ft. left of ℄ Removed by R.R. Co.

Railroad Right of Way Fence

Fence built by R.R. Co.

R.O.W.

DENVER AND SALT LAKE RAILROAD

Sta. 490+40 - 24"x22' C.M.P. Approach and Side drain. Rt.

B.M. - S.W. Cor. Hd-Wl. Rt. of Sta. 488+50 Elev. 7852.61

CLEARING AND GRUBBING

Sta. 485+00 to 488+50 - Swamp
Sta. 488+50 to 497+68.5 - Meadow
Sta. 497+68.5 to 503+96.5 - Meadow on left - Borrow Pit on right
Sta. 503+96.5 to 511+60.4 - Meadow
Sta. 511+60.4 to 515+00 - Scattered Willows

S.E.¼ SEC. 36

Sta. 509+00 - 18"x48' C.M.P. Cross Culv.

To Grand Lake

¼ Corner

513+09.4 Ahead
P.T. 7+33.3 Back

6+69.4 END EAST LEG OF "Y"

P.T. 513+10.4

S. 48°8' to West ¼ Cor. Sec. 31

Δ 106°40' L.
D. 18°00'
T. 427.6
L. 592.6
R. 318.3

Δ 73°20' R
D. 10°00'
T. 426.6
L. 733.3
R. 573.0

P.C. 507+17.8
30" x 97.8' BEGIN GRAND LAKE CONN.

510

Barbed Wire Fence with Steel Posts

HOTZ. BEGIN EAST LEG WYE

P.C. 0+00 = 515+72.0

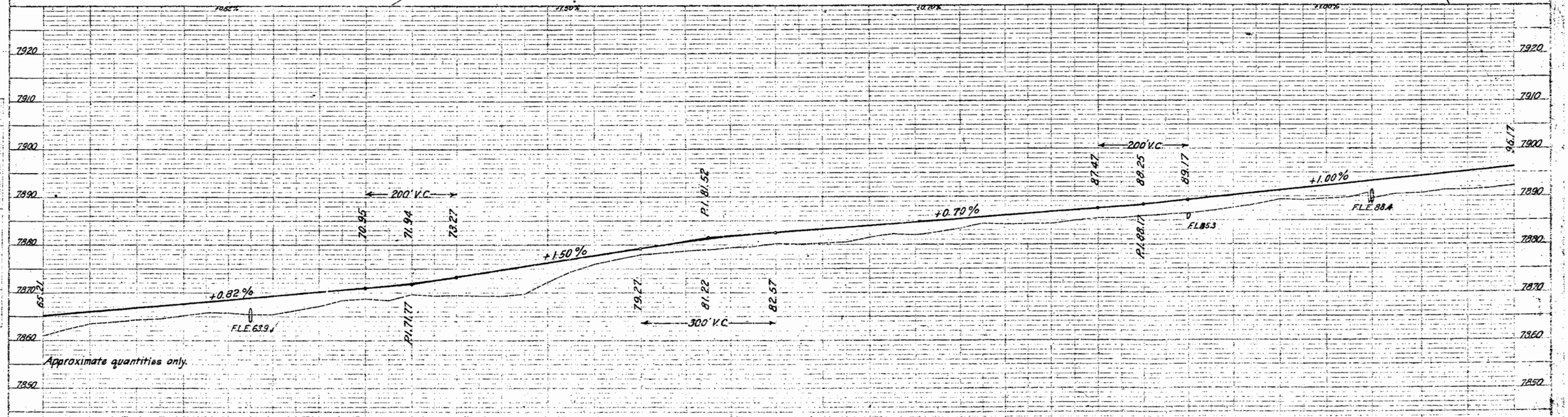
STA. 513+69.5 - Req'd 30"x104' C.M.P. Culv. for Irrig. Ditch. Also excav. for ditch changes.

Sec. 31, T. 2N., R. 76W.
Range Line
Sec. 36, T. 2N., R. 77W.
P.I. 511+45.4

511+60.4

60°00'

B.M. - N.E. Cor. Hd-Wl. Left Sta. 509+00 Elev. 7888.16



Approximate quantities only.

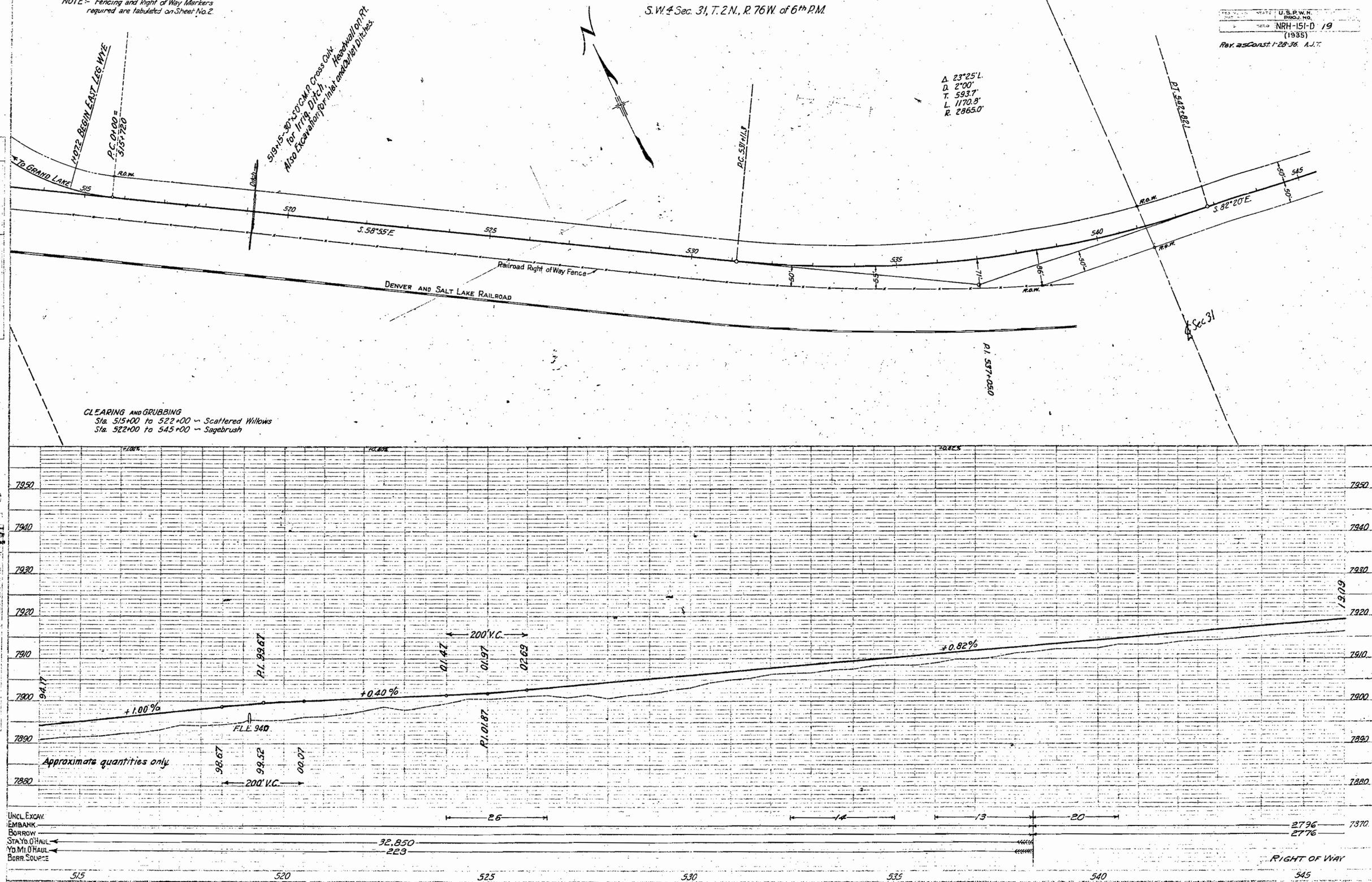
Uncl. Excav.							
Embank.	3201	2165	964				12,249
Borrow	3201	2150	964				12,196
Sta. Yd. O'haul		320	12,530		450		
Yd. Mi. O'haul			150				
Borr. Source	Right of Way	Right of Way Sta. 492 to Sta. 500	Pit on Grand Lake Connect.				Right of Way

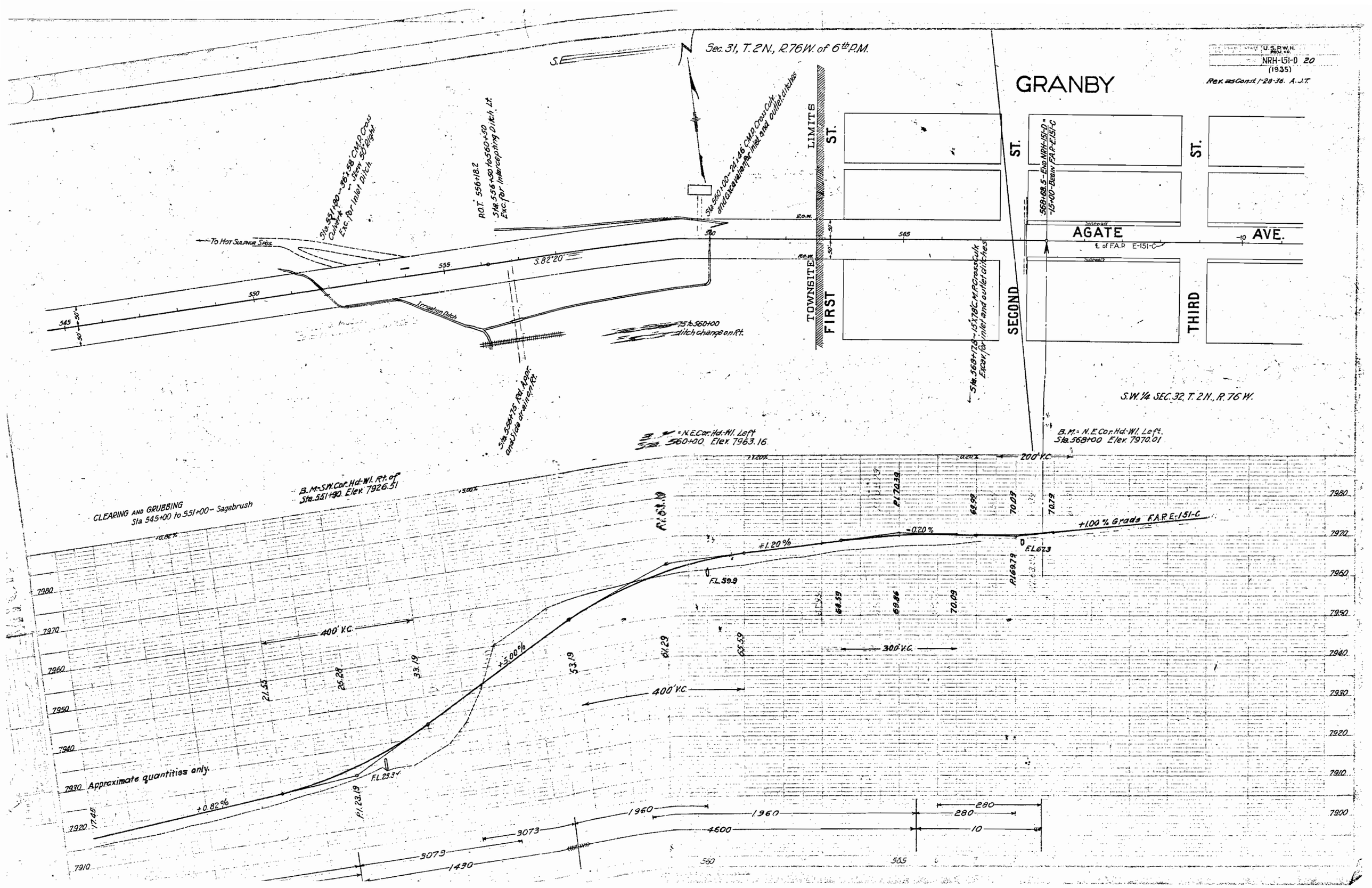
485 490 495 500 505 510 515

NOTE:- Fencing and Right of Way Markers required are tabulated on Sheet No. 2.

S.W. 4 Sec. 31, T. 2 N., R. 76 W. of 6th P.M.

U.S.P.W.M.
PROJ. NO.
NRH-151-D 19
(1935)
Rev. as Const. 1-28-36. A.J.T.

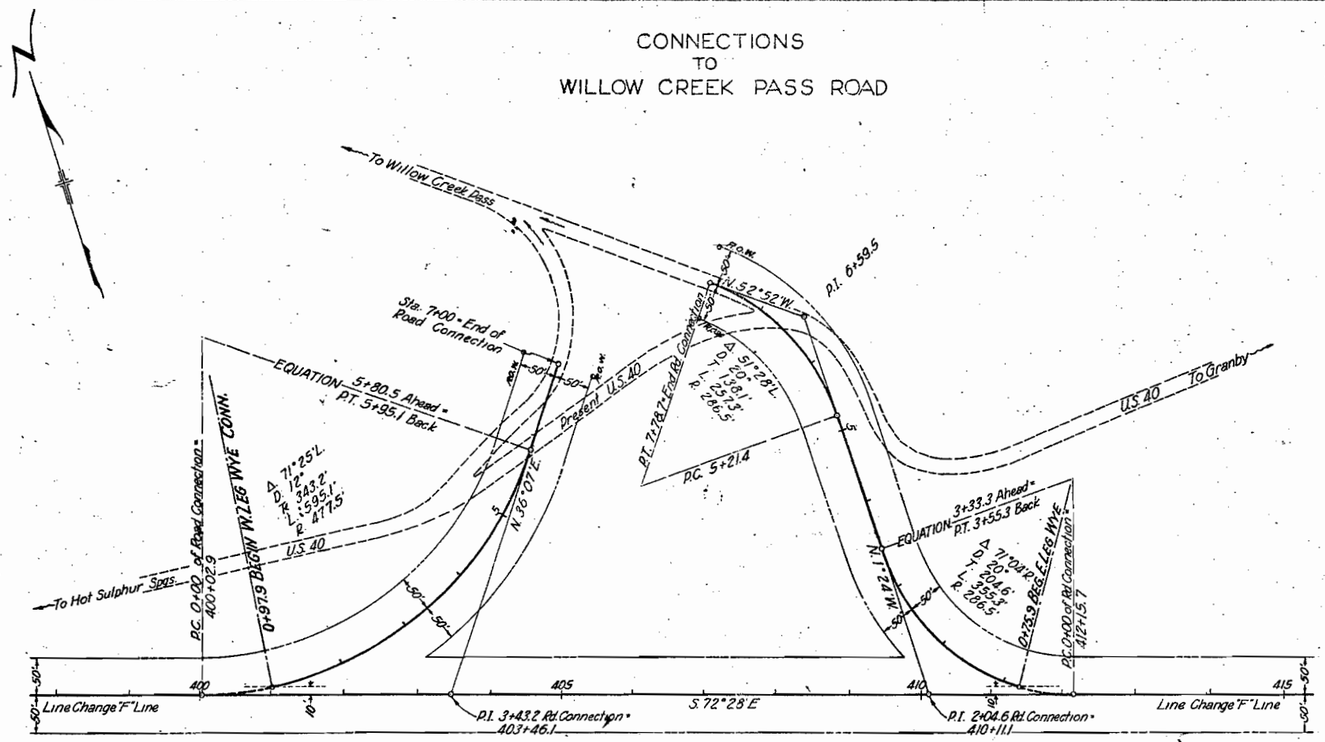


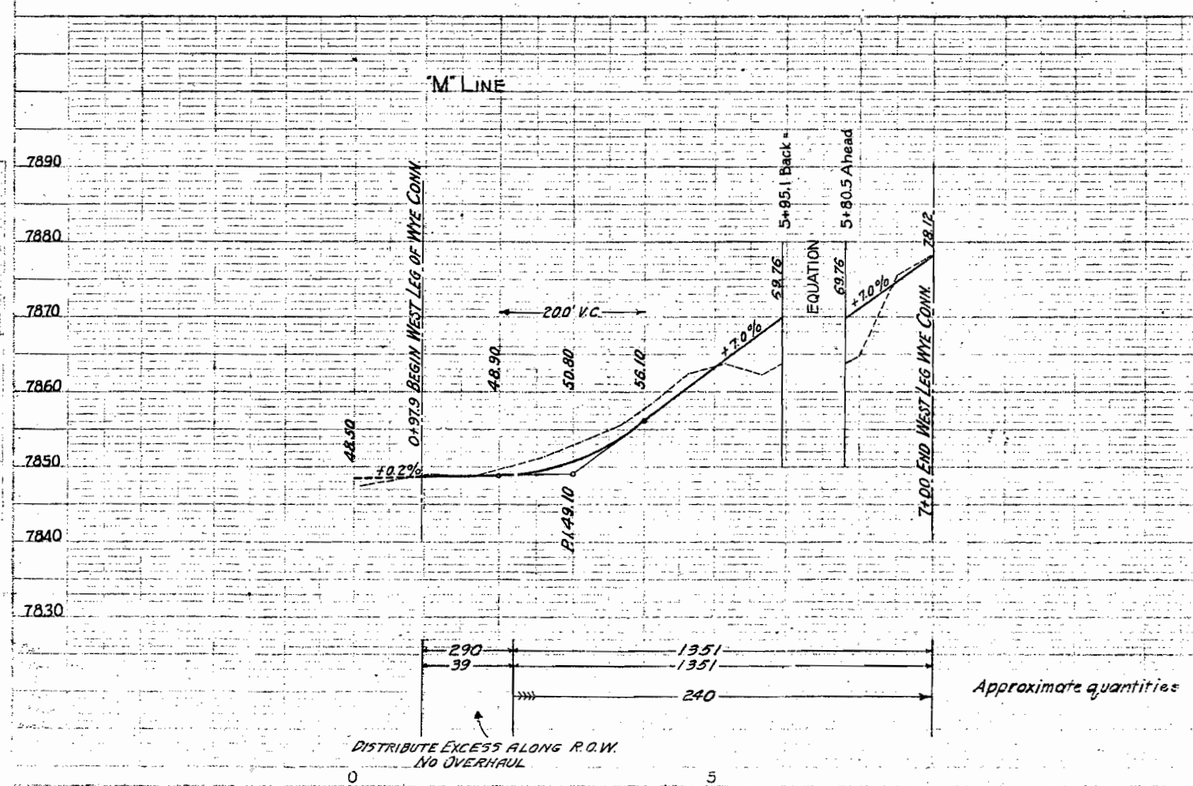

Sec. 31, T. 2 N., R. 76 W. of 6th P.M.
U.S.P.W.H. PROJ. NO.
NRH-151-D 20
(1935)
Rev. as Const. 1-28-36. A.J.T.
GRANBY
LIMITS
TOWNSITE
FIRST ST.
SECOND ST.
THIRD ST.
AGATE AVE.
℄ of F.A.P. E-151-C
Sidewalk
R.O.W.
To Hot Sulphur Spgs.
S. 82°20'
Irrigation Ditch
Sta. 551+90 - 96+58 C.M.P. Cross Culvert Skew 50° Right. Exc. for Inlet Ditch.
P.O.T. 556+18.2
Sta. 556+30 to 560+50 Exc. for Intercepting Ditch, Lt.
Sta. 560+00 - 2+46 C.M.P. Cross Culv. and excavation for inlet and outlet ditches
75 ft. 560+00 ditch change on Rt.
Sta. 560+75 Rd. Appr. and Side drainage Rt.
Sta. 568+78 - 15+78 C.M.P. Cross Culv. Excav. for inlet and outlet ditches
568+68.5 - End NRH-151-D = 15+00 - Begin FAP-E-151-C
S.W. 1/4 SEC. 32, T. 2 N., R. 76 W.
B.M. = N.E. Cor. Hd-Wl. Left Sta. 568+00 Elev. 7970.01
B.M. = N.E. Cor. Hd-Wl. Left Sta. 560+00 Elev. 7963.16
B.M. = S.W. Cor. Hd-Wl. Rt. of Sta. 551+90 Elev. 7926.51
CLEARING AND GRUBBING
Sta. 545+00 to 551+00 - Sagebrush
+0.82%
+1.20%
-0.20%
+1.00% Grade F.A.P. E-151-C
+5.00%
F.L. 23.3
F.L. 39.9
F.L. 67.3
P.I. 23.19
P.I. 69.79
P.I. 70.39
400' V.C.
300' V.C.
200' V.C.
Approximate quantities only.
1960
1960
280
280
10
4600
3073
3073
1430

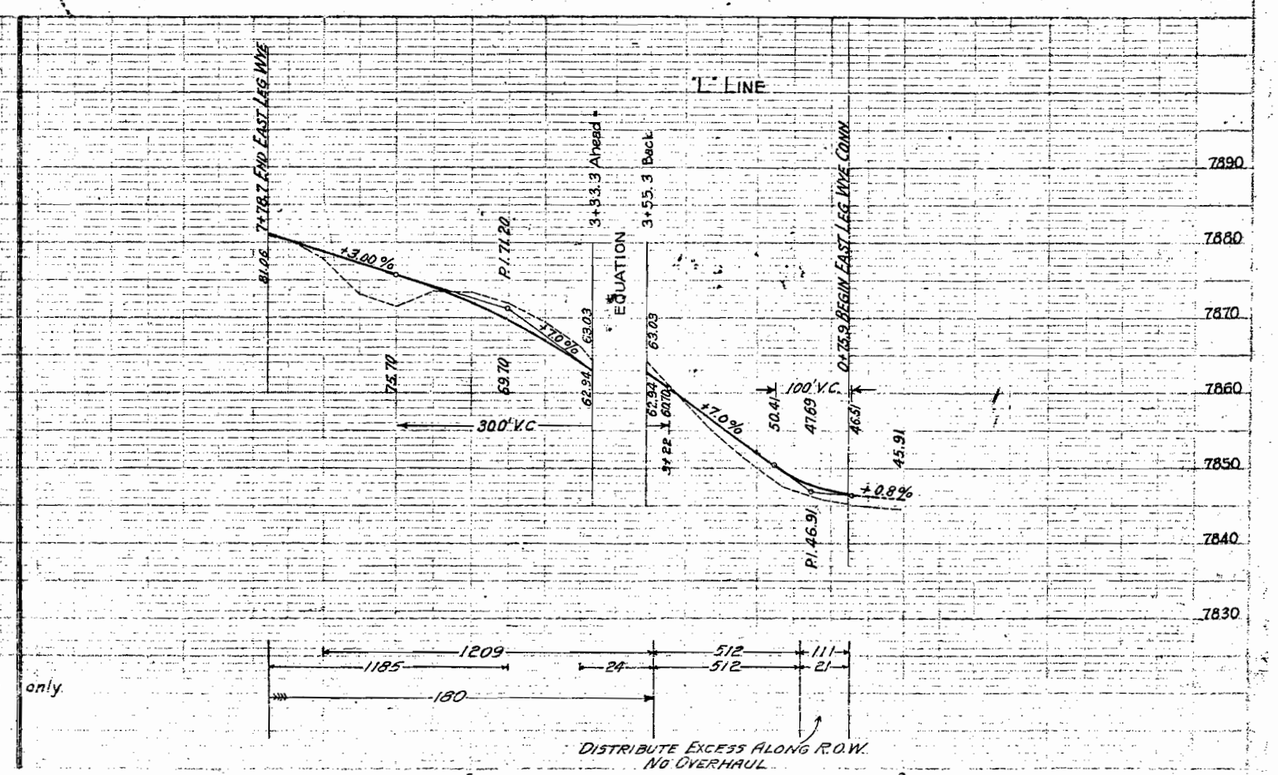
NRH-151-D 21

Rev. as Const. 1-28-36. A.J.T.

CONNECTIONS TO WILLOW CREEK PASS ROAD







NOTE:- Fencing and Right-of-Way Markers Required are tabulated on Sheet No. 2

T. 2 N.-R. 77 W. of the 6th P.M.

T. 2 N.-R. 76 W. of the 6th P.M.

GRAND LAKE CONNECTION
U.S.P.W.H.
N.R.H.-151-D. 2.2
(1935)
Rev. 25 Const. 1-28-36. A.J.T.

S.E.4 SEC. 36

S.W.4 SEC. 31

N.E.4 Section 36

Section 31 N.W.4

To Hot Sulphur Springs

P.C. 507+17.8

507+97.8 BEGIN GRAND LAKE CONN.

Δ 100°30'
D. 16°
T. 426.6'
L. 596.6'
R. 318.3'

D.&S.L.R.R.

P.I. 511+45.4

511+60.4

S.58°55'E.

60°00'

Range Line N.1°05'E.

P.O.T. 513+92.6

6+25 East Leg & 5+12.00 West Leg = 16+74 C.M.P. Cross Culv.

6+90 East Leg & 5+21.66 West Leg = 30+62 C.M.P. Cross Culv. Exc. for Inlet & Outlet.

Sta. 519+70 - 84.5' C.M.P. Cross Culv.

Sta. 521+20 - 154.2' C.M.P. Cross Culv.

P.I. 523+93.7

Sta. 523+50 - 36.42' C.M.P. Siphon. Excavation for Inlet & outlet ditches. H=0.0

Irrigation Ditch

Sta. 529+74 - Remove C.M.P. Cross Culv.

Sta. 530+00 - 16.33' C.M.P. Cross Culverts.

Pref. Hwy. No. U.S.-40 N. - to Hot Sulphur Springs

P.O.T. 513+10.4

Eq. Cor.

R.O.W.

510

515

520

525

530

N.14°25'E.

N.36°39'E.

Irrigation Ditch Change

1+07.2

Δ 73°20'R.
D. 10°
T. 426.6'
L. 733.3'
R. 573.0'

BEGIN EAST LEG OF WYE

P.C. 0+00.0 Grand Lake Road = 515+72.0 ℄ Line of U.S.P.W.-N.R.H.-151-D ℄ Line

6+69.4 END EAST LEG OF WYE = P.O.T. 71+33.3 Back = 513+08.4 Ahead

EQUATION

To Denver

To Grand Lake Conn.

P.C. 522+12.0

To Granby

Δ 22°14'R.
D. 6°
T. 187.7'
L. 370.5'
R. 955.0'

P.T. 525+82.5

Sta. 523+50 to 530+00 Exc. for intercepting ditch R.

Sta. 533+00 - END OF CONNECTION Improved Grand Lake Road.

State Hwy. No. 16 to Grand Lake

Approximate quantities only

PROFILE OF WEST LEG OF -Y- ROAD CONNECTION WITH GRAND LAKE ROAD

Uncl. Excav.	12	12	5	30.76	4.38	1.06	
Embank.	22.14		30.81		4.38	1.06	
Borrow	21.90						
Sta. Yd. Haul	245.10		98.70		0.70		
Yd. Mi. Haul	4.0						
Borr. Source	Pit Sta. 524+00 to Sta. 530+00						

Begin Grand Lake Conn. — P.C. 507+17.8 — 507+97.8 — P.I. 90.27 — F.L. 86.5 — F.L. 86.7 — F.L. 87.5 — EL 86.3 — F.L. 87.7 — F.L. 88.8 — P.I. 92.42 — End Grand Lake Conn.

+0.70% — +0.10% — +2.60% — ←100' V.C.→

85.37 — 87.59 — 89.32 — 90.20 — 90.32 — 92.37 — 92.73 — 93.72

7900 — 7890 — 7880 — 7870 — 7910

505 — 510 — 515 — 520 — 525 — 530 — 535

PROFILE OF EAST LEG OF -Y- ROAD CONNECTION WITH GRAND LAKE ROAD

Uncl. Excav.	2.07	
Embank.	2.07	
Borrow	30.60	
Sta. Yd. Haul	0.50	
Yd. Mi. Haul		
Borr. Source	Pit Sta. 524+00 to 530+00	

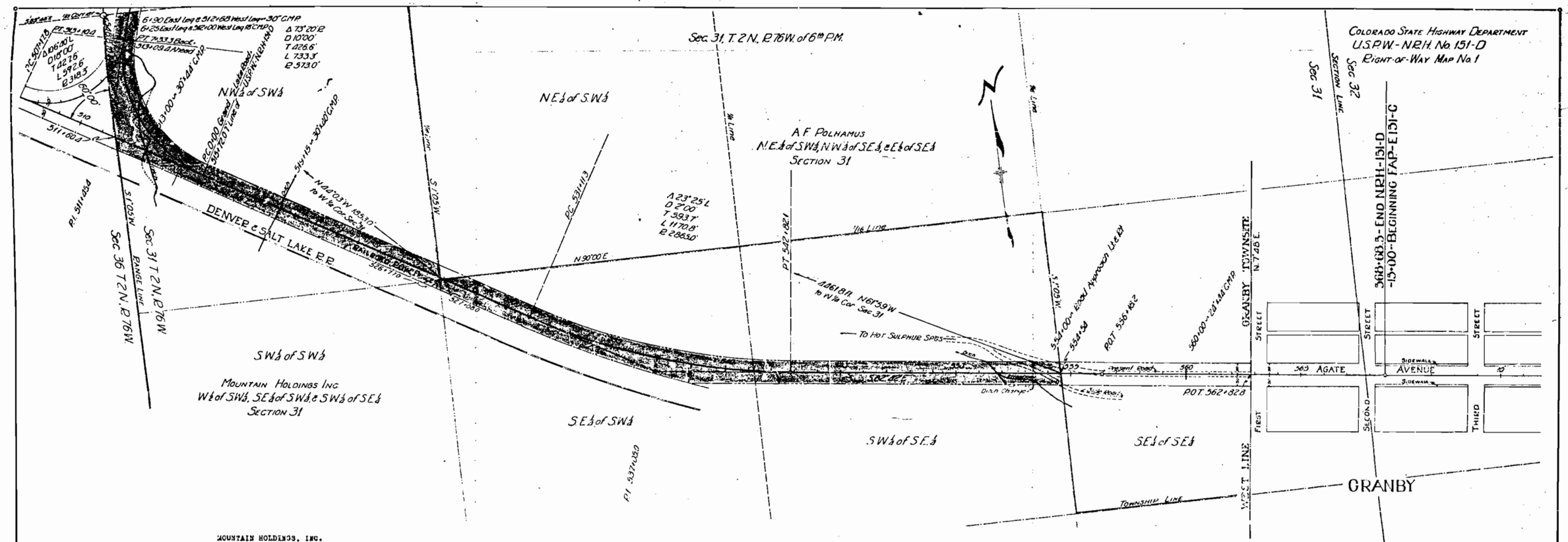
-1.00% — -0.76% — +0.10% — ←100' V.C.→

95.89 — 95.89 — 95.42 — 95.01 — 90.83 — 90.56 — 90.50 — 90.50 — 90.50

P.I. 95.39 — 1+07.2 Begin W.Y.E. — F.L. 88.3 — F.L. 86.4 — 6+69.4 End W.Y.E. — P.I. 90.45 — F.L. 86.5

7900 — 7890 — 7880

516 — 00 — 5 — 514



MOUNTAIN HOLDINGS, INC.

Conveys all of the land situated within the Right-of-Way of that part of N.R.H. 151-D located in the W½ of the SW¼, the SE¼ of the SW¼, and the S½ of the SE¼ of Sec. 31, T.2 N, R.76 W of the 6th P.M. Said Right-of-way extends 50.0 feet on each side of the Centerline of the Highway except where otherwise noted, more particularly described as follows:

Beginning at Centerline Station 511/60.4, a point on the west boundary line of Sec. 31 whence the W ¼ corner of said Section bears N 1°05'W for 548.8 feet; thence along said boundary line S 1°05'W for 57.7 feet to the south R.O.W. line of the Highway, thence along said R.O.W. line S 58°55'E for 1922.0 feet; thence on a curve to the left, with a radius of 4298.6 feet, for 761.5 feet; thence S 82°42'E for 1610.6 feet, to the east 1/16 line of Sec. 31; thence along said 1/16 line N 1°05'E for 100.6 feet to the north R.O.W. line of the Highway; thence along said R.O.W. line N 82°42'W for 1166.5 feet; thence on a curve to the right, with a radius of 2615.0 feet, for 1150.4 feet; thence N 58°55'W for 320.3 feet to the south 1/16 line of Sec. 31; thence along said south 1/16 line N 90°00'W for 123.8 feet, to the west 1/16 line of Sec. 31; thence along said west 1/16 line N 1°05'E for 74.6 feet, to the north R.O.W. line of the Highway; thence along said R.O.W. line N 58°55'W for 1076.1 feet; thence on a curve to the right, with a radius of 623.0 feet, for 669.3 feet; thence N 14°25'W for 144.3 feet, to the N-W ¼ line of Sec. 31; thence N 89°46'W for 103.2 feet to the west R.O.W. line of the Highway; thence along said R.O.W. line S 14°25'W for 117.9 feet; thence on a curve to the right, with a radius of 268.3 feet, for 91.1 feet, to the west boundary line of Sec. 31; thence along said boundary line S 1°05'W for 351.4 feet, to the point of beginning.

Said Right-of-way contains 11.694 acres, of which 0.076 acres are contained in the Right-of-way of the present road, leaving a remainder of 11.616 acres of uncultivated land to be acquired.

A. F. POLHAMUS

Conveys all of the land situated within the Right-of-Way of that part of N.R.H. 151-D located in (A.) the SW¼ of SW¼, and (B.) the NE¼ of SE¼ of Sec. 31, T.2 N, R.76 W of the 6th P.M. Said R.O.W. extends 50.0 feet on each side of the Centerline of the Highway except where otherwise noted, and is more particularly described as follows:

(A.) Beginning at Centerline Station 554/54.0, a point on the east 1/16 line of Sec. 31, whence the W ¼ corner of Sec. 31 bears N 61°59'W for 4461.8 feet; thence along said 1/16 line S 1°05'W for 50.2 feet, to the south R.O.W. line of the Highway; thence along said R.O.W. line S 82°42'E for 823.4 feet, to the west line of the Granby Townsite; thence along said Townsite line N 7°48'W for 100.0 feet to the north R.O.W. line of the Highway; thence along said R.O.W. line N 82°42'W for 834.2 feet, to the east 1/16 line of Sec. 31; thence along said 1/16 line S 1°05'W for 50.3 feet, to the point of beginning.

(B.) Beginning at Centerline Station 525/77.0, a point on the west 1/16 line of Sec. 31, whence the W ¼ corner of Sec. 31 bears N 44°03'W for 1853.0 feet; thence S 1°05'W along said 1/16 line for 16.9 feet; thence N 90°00'E along the S 1/16 line of Sec. 31 for 123.8 feet, to the north R.O.W. line of the Highway; thence along said R.O.W. line N 58°55'W for 142.9 feet to said W 1/16 line; thence along said 1/16 line S 1°05'W for 57.7 feet, to the point of beginning.

Said Right-of-Way contains 1.903 acres in part (A.), of which 1.141 acres are contained in the R.O.W. of the present road, leaving a remainder of 0.762 acres, and 0.106 acres in part (B.), making a total of 0.868 acres of uncultivated land to be acquired.

W. N. W. BLAYNEY

Conveys all of the land situated within the Right-of-way of the Highway; said R. O. W. extends 50.0 feet on each side of the Centerline of the Highway, except where otherwise noted. Said Highway is located in the NW¼ and the N½ of Sec. 36, T.2 N., R.77 W. of the 6th P.M., more particularly described as follows:

Beginning at Centerline Station 458+43.6, a point on the north line of Sec. 36, whence the NW corner of Sec. 36 bears N 88°07'W for 1240.0 feet; thence along said Sec. line, N 88°07'W, for 56.7 feet, to the west R.O.W. line of the Highway; thence along said R. O. W. line, S 26°16'E, for 611.0 feet; thence on a curve to the left, with a radius of 2915.0 feet, for 1120.4 feet; thence S 31°05'W for 50.0 feet to the north R. O. W. line of the D.&S.L.R.R.; thence along said Railroad R. O. W. line, S 58°55'E, for 1245.7 feet; thence N 31°05'E for 51.0 feet; thence S 58°55'E for 275.3 feet, to the E-W ¼ line of Sec. 36; thence along said ¼ line, S 87°58'E, for 99.9 feet, to the north R. O. W. line of the Highway; thence along said R. O. W. line, N 58°55'W, for 2070.5 feet; thence on a curve to the right, with a radius of 2815.0 feet, for 1504.0 feet; thence N 26°16'W for 357.4 feet, to the north line of Sec. 36; thence along said Section line, N 88°07'W, for 56.7 feet to the point of beginning.

Said Right-of-way contains 9.600 acres of meadow land to be acquired.

MINNIE H. BLAYNEY

Conveys all of the land situated within the Right-of-way of the Highway; said R. O. W. extends 50.0 feet on each side of the Centerline of the Highway, except where otherwise noted. Said Highway is located in the SE ¼ of Sec. 36, T.2 N., R.77 W. of the 6th P. M., more particularly described as follows:

Beginning at Centerline Station 511+60.4, a point on the east line of Sec. 36, which is also the Range line between R.76 W. and R.77 W., whence the east ¼ corner of Sec. 36 bears N 1°05'E for 546.8 feet; thence along said Section line, S 1°05'W for 57.7 feet, to the North R. O. W. line of the D.&S.L.R.R.; thence along said R. O. W. line, N 58°55'W, for 792.8 feet; thence N 31°05'E for 51.0 feet; thence N 58°55'W for 352.7 feet, to the E-W ¼ line of Sec. 36; thence along said ¼ line, S 87°58'E for 99.9 feet, to the north R. O. W. line of the Highway; thence along said R. O. W. line, S 58°55'E, for 587.0 feet; thence on a curve to the left, with a radius of 268.3 feet, for 408.4 feet, to the east line of Range 77 W.; thence along said Range line, N 1°05'W, for 381.4 feet, to the point of beginning.

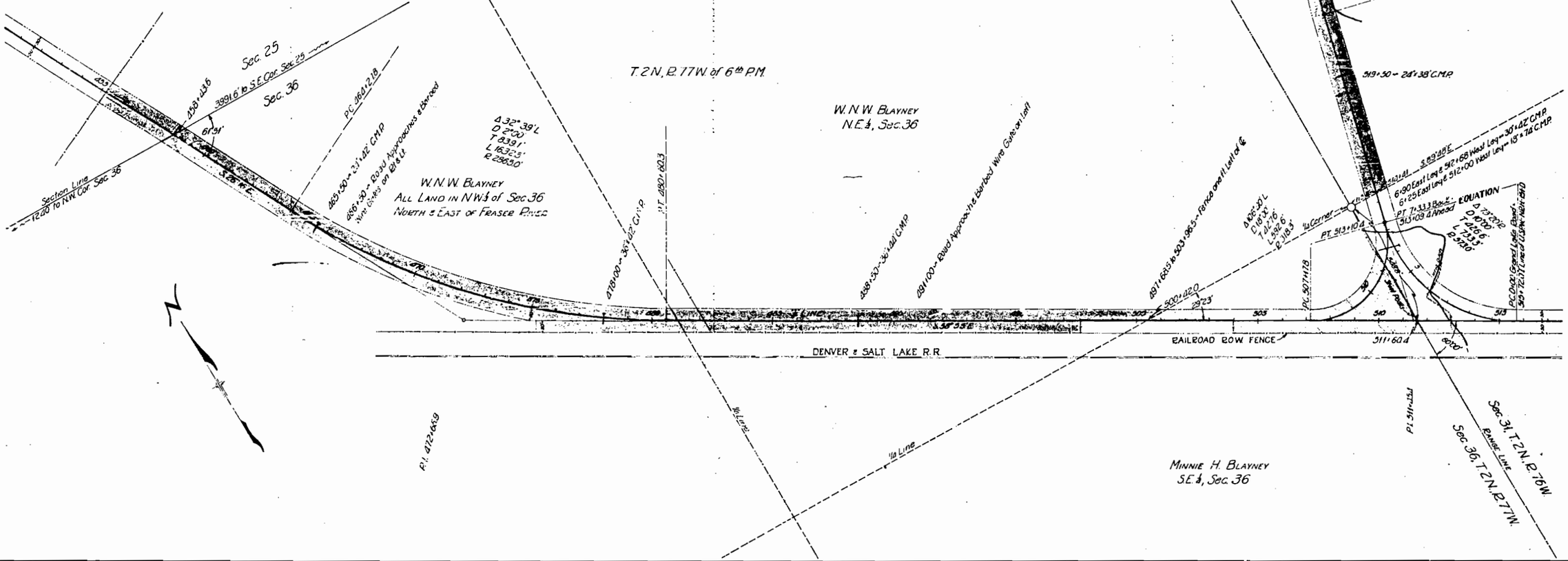
Said R. O. W. contains 2.904 acres of meadow land, all of which is to be acquired.

W. N. W. BLAYNEY

Conveys all of the land situated within the Right-of-way of the Highway; said R. O. W. extends for 50.0 feet on each side of the Centerline of the Highway, except where otherwise noted. Said Highway is located in the W ½ of SW¼ of Sec. 31, T.2 N., R.76 W. of the 6th P.M., more particularly described as follows:

Beginning at Centerline Station 514+41.0 of the Grand Lake Road Approach, a point on the E-W ¼ line of Sec. 31, whence the W ¼ corner of Sec. 31 bears N 89°48'W for 115.8 feet; thence along said Section line, N 89°48'W, for 51.6 feet, to the west R. O. W. line of the Highway; thence along said R. O. W. line, N 14°25'E, for 703.7 feet; thence on a curve to the right, with a radius of 1003.0 feet, for 282.9 feet; thence N 36°39'W for 717.5 feet; thence S 53°21'W for 100.0 feet to the east R. O. W. line of the Highway; thence along said R. O. W. line, S 36°39'W for 300.0 feet; thence S 53°21'E for 100.0 feet; thence S 36°39'W for 417.5 feet; thence on a curve to the left, with a radius of 805.0 feet, for 163.8 feet; thence N 64°18'W for 100.0 feet; thence S 25°42'W, and on a curve to the left with a radius of 905.0 feet, for 178.2 feet; thence S 14°25'W for 756.3 feet to the E-W ¼ line of Sec. 31; thence along said ¼ line, N 89°48'W, for 51.6 feet, to the point of beginning.

Said Right-of-way contains 5.613 acres of uncultivated land of which 1.253 acres are contained in the Right-of-way of the present Highway, leaving 4.360 acres to be acquired.



U. S. LAND

Conveys all of the land situated within the Right-of-Way of the Highway; said R. O. W. extends 80.0 feet on the left and 50.0 feet on the right of the Centerline of the Highway except where otherwise noted. Said Highway is located in the W ½ of the NW ¼, Sec. 25, T.2 N., R.77 W. of the 6th P.M., more particularly described as follows:

Beginning at P.O.S.T. 424/26.1, a point on the West line of Sec. 25, whence the W ¼ corner of Sec. 25 bears S.0°06'W. for 416.7 feet; thence along said Section line, S.0°06'W., for 68.2 feet to the west R. O. W. line of the Highway; thence along said R. O. W. line, S.62°27'E. and on a curve to the right, with a radius of 991.8 feet, for 740.5 feet to the E-W ¼ line of Section 25; thence along said ¼ line, S.89°54'E. for 137.2 feet to the east R. O. W. line of the Highway; thence along said R. O. W. line, N.17°19'W. and on a curve to the left, with a radius of 1121.8 feet, for 827.4 feet; thence S.29°56'W. for 30.0 feet; thence S.60°04'W. and on a curve to the left, with a radius of 1091.3 feet, for 96.7 feet to the west line of Sec 25; thence along said Section line, S.0°06'W. for 42.1 feet totthe point of beginning.

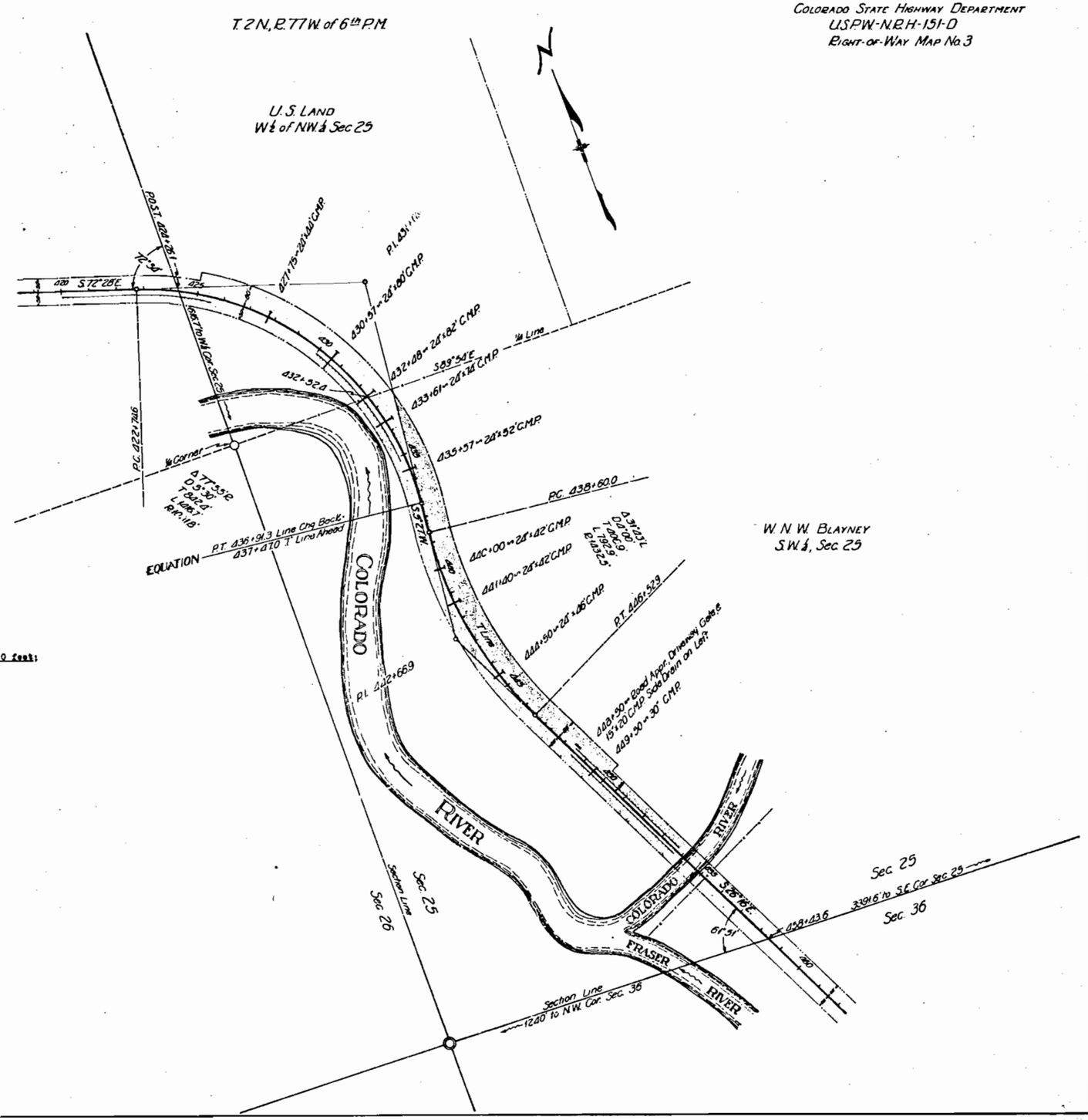
Said Right-of-Way contains 2.452 acres of uncultivated land, all of which is to be acquired.

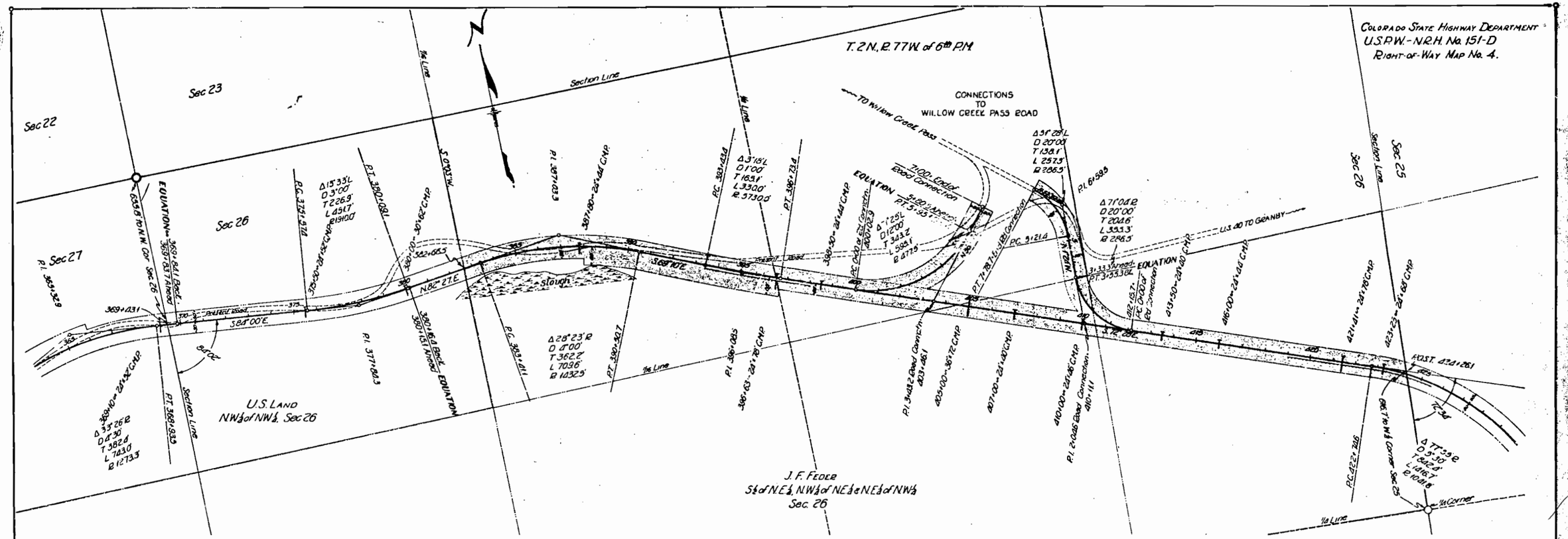
W. N. W. BLAYNEY

Conveys all of the land situated within the Right-of-way of the Highway; said R. O. W. extends 50.0 feet on each side of the Centerline of the Highway, except where otherwise noted. Said Highway is located in the SW¼, Sec.25. T.2 N., R.77 W. of the 6th P.M., more particularly described as follows:

Beginning at Centerline Station 458/43.6, a point on the south line of Sec 25, whence the SW corner of Sec. 25 bears N.88°07'W. for 1240.0 feet; thence along said Section line, N.88°07'W, for 56.7 feet to the west R. O. W. line of the Highway; thence along said R. O. W. line, N.26°16'W. for 1163.9 feet; thence on a curve to the right, with a radius of 1492.5 feet, for 820.6 feet; thence N 5°27'E for 113.0 feet; thence on a curve to the left, with a radius of 991.8 feet, for 434.9 feet, to the E-W ¼ line of Sec. 25; thence along said ¼ line, S.89°54'E. for 137.2 feet to the east R. O. W. line of the Highway; thence along said R. O. W. line, N.17°19'W. and on a curve to the right, with a radius of 1121.8 feet, for 445.5 feet; thence S.6°27'W. for 113.0 feet; thence on a curve to the left, with a radius of 1351.5 feet, for 748.6 feet; thence S.26°16'E. for 347.1 feet; thence S.63°44'W. for 30.0 feet; thence S.26°16'E. for 870.4 feet; to the south line of Sec. 25; thence along said Section line, N.88°07'W., for 56.7 feet, to the point of beginning.

Said R. O. W. contains 6.965 acres, of which 0.789 acres are meadow land, and 6.176 acres are uncultivated land, all of which is to be acquired.





U. S. LAND

Conveys all of the land situated within the Right-of-way of the Highway; said R.O.W. extends 50.0 feet on each side of the Centerline of the Highway. Said Highway is located in the N½ of NW¼ of Sec.26, T.2 N, R.77 W of the 6th P.M., more particularly described as follows:

Beginning at Centerline Station 369/43.1, a point on the west boundary line of Sec.26, whence the NW corner of Sec. 26 bears N 0°03'W for 655.3 feet; thence along said Section line S 0°02'W for 50.3 feet to the south R.O.W. line of the Highway; thence along said R.O.W. line, S 84°00'E for 509.4 feet; thence on a curve to the left, with a radius of 1960.0 feet, for 463.5 feet; thence S 82°27'W for 252.0 feet; thence N 0°03'E for 100.8 feet to the north R.O.W. line of the Highway; thence along said R.O.W. line S 82°27'W for 265.4 feet; thence on a curve to the right, with a radius of 1860.0 feet, for 438.9 feet; thence N 84°00'W for 620.0 feet to the west boundary of Sec. 26; thence along said Section line S 0°02'W for 50.3 feet to the point of beginning.

Said R.O.W. contains 3.042 acres, of which 1.621 acres are contained in the R.O.W. of the present road, leaving 1.421 acres of uncultivated land to be acquired.

J. F. FEDER

Conveys all of the land situated within the Right-of-way of the Highway; said R.O.W. extends 50.0 feet on each side of the Centerline of the Highway, except where otherwise noted. Said Highway is located in the S½ of NE¼, the NW¼ of NE¼, and the NE¼ of NW¼ of Sec. 26, T.2 N, R.77 W of the 6th P.M., and is more particularly described as follows:

Beginning at F.O.S.T. 424/26.1, a point on the E line of Sec. 26, whence the N ¼ corner of Sec. 26 bears S 0°06'W for 616.7 feet; thence along said Section line S 0°06'W for 66.2 feet, to the south R.O.W. line of the Highway; thence along said R.O.W. line N 62°27'W and on a curve to the left, with a radius of 991.8 feet, for 173.3 feet; thence N 72°28'W for 2601.2 feet; thence S 17°32'W for 20.0 feet; thence N 72°28'W and on a curve to the right, with a radius of 5410.0 feet, for 334.6 feet; thence N 69°10'W for 292.7 feet; thence on a curve to the left, with a radius of 1352.5 feet, for 236.7 feet; thence N 10°48'E for 30.0 feet; thence N 79°12'W and on a curve to the left, with a radius of 1382.5 feet, for 442.9 feet; thence S 82°27'W for 81.3 feet to the W 1/16 line of Sec. 26; thence along said 1/16 line N 0°03'E for 100.8 feet to the north R.O.W. line of the Highway; thence along said R.O.W. line N 82°27'E for 47.9 feet; thence on a curve to the right, with a radius of 1482.5 feet, for 72[illegible].4 feet; thence S 69°10'E for 292.7 feet; thence on a curve to the left, with a radius of 3680.0 feet, for 327.1 feet; thence S 72°28'E for 329.5 feet; thence on a curve to the left, with a radius of 427.5 feet, for 532.8 feet; thence N 36°07'E for 119.5 feet; thence S 53°53'E for 100.0 feet; thence S 36°07'W for 119.5 feet; thence on a curve to the right, with a radius of 527.5 feet, for 328.5 feet; thence S 72°28'E for 661.3 feet; thence N 27°23'W and on a curve to the right, with a radius of 336.5 feet, for 152.6 feet; thence N 1°24'W for 168.1 feet; thence on a curve to the left, with a radius of 236.5 feet, for 212.4 feet; thence N 37°00'E for 100.0 feet; thence S 52°52'E and on a curve to the right, with a radius of 336.5 feet, for 302.2 feet; thence S 1°24'E for 168.1 feet; thence on a curve to the left, with a radius of 236.5 feet, for 293.3 feet; thence S 72°28'E for 1066.9 feet; thence on a curve to the right, with a radius of 1091.8 feet, for 159.2 feet, to the east boundary of Sec.26; thence along said Section line S 0°04'W for 43.1 feet, to the point of beginning.

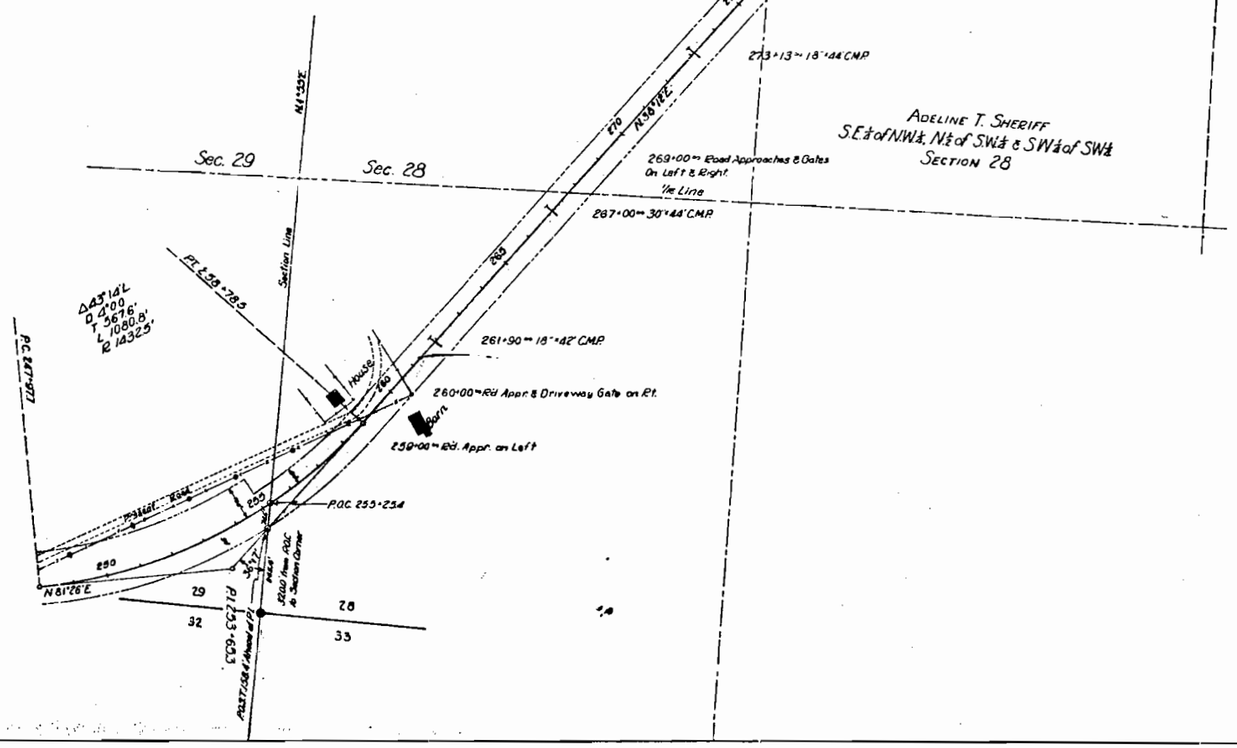
Said Right-of-Way contains 12.804 acres, of which 2.284 acres are contained in the Right-of-way of the present road, leaving 10.520 acres of uncultivated land to be acquired.

ADELINE T. SHERIFF

Conveys all of the land situated within the Right-of-Way of the Highway; said Right-of-Way is located in the S½ of NW¼, the S½ of SW¼, and the SW¼ of SW¼, Sec. 28, T.2 N., R.77 W. of the 6th P.M. Said Right-of-Way extends 50.0 feet on each side of the Centerline of the Highway, and is more particularly described as follows: (except where otherwise noted.

Beginning at Centerline Station 255+25.4, a point on the West line of Sec. 28, whence the Corner common to Sections 28, 29, 32, and 33 bears S. 1°55' W. for 320.0 feet; thence along said Section Line, N. 1°55' W., for 65.7 feet, to the West Right-of-Way Line of the Highway; thence from a bearing of N. 50°35' E., along said R.O.W. Line, on a curve to the left, with a radius of 1382.5 feet, for 298.9 feet; thence N. 38°12' E. for 1971.5 feet; thence N. 51°48' W. for 20.0 feet; thence N. 38°12' E. for 745.5 feet; thence on a curve to the right, with a radius of 1502.5 feet, for 738.8 feet; thence S. 23°37' E. for 20.0 feet; thence from a tangent bearing N. 66°23' E. on a curve to the right, with a radius of 1482.5 feet, for 164.0 feet, to the North-and-South ¼ Line of Sec. 28; thence S. 0°09' W. along said ¼ Line, for 105.1 feet, to the South R.O.W. Line of the Highway; thence along said R.O.W. Line, and from a tangent bearing S. 72°06' W., on a curve to the left, with a radius of 1382.5 feet, for 411.4 feet; thence S. 55°37' E. for 10.0 feet; thence from a tangent bearing S. 54°23' W., on a curve to the left, with a radius of 1372.5 feet, for 287.4 feet; thence N. 47°37' W. for 10.0 feet; thence from a tangent bearing S. 42°23' W. on a curve to the left, with a radius of 1382.5 feet, for 100.7 feet; thence S. 38°12' W. for 2717.1 feet; thence on a curve to the right, with a radius of 1482.5 feet, for 406.2 feet, to the West Line of Sec. 28; thence N. 1°55' W. along said Section Line, for 64.0 feet, to the point of beginning.

Said Right-of-Way contains 9.739 acres, of which 1.561 acres are within the Right-of-Way of the present road, leaving a remainder of 8.168 acres, of which 4.437 acres are meadow land and 3.721 acres are sage brush land, all of which is to be acquired.

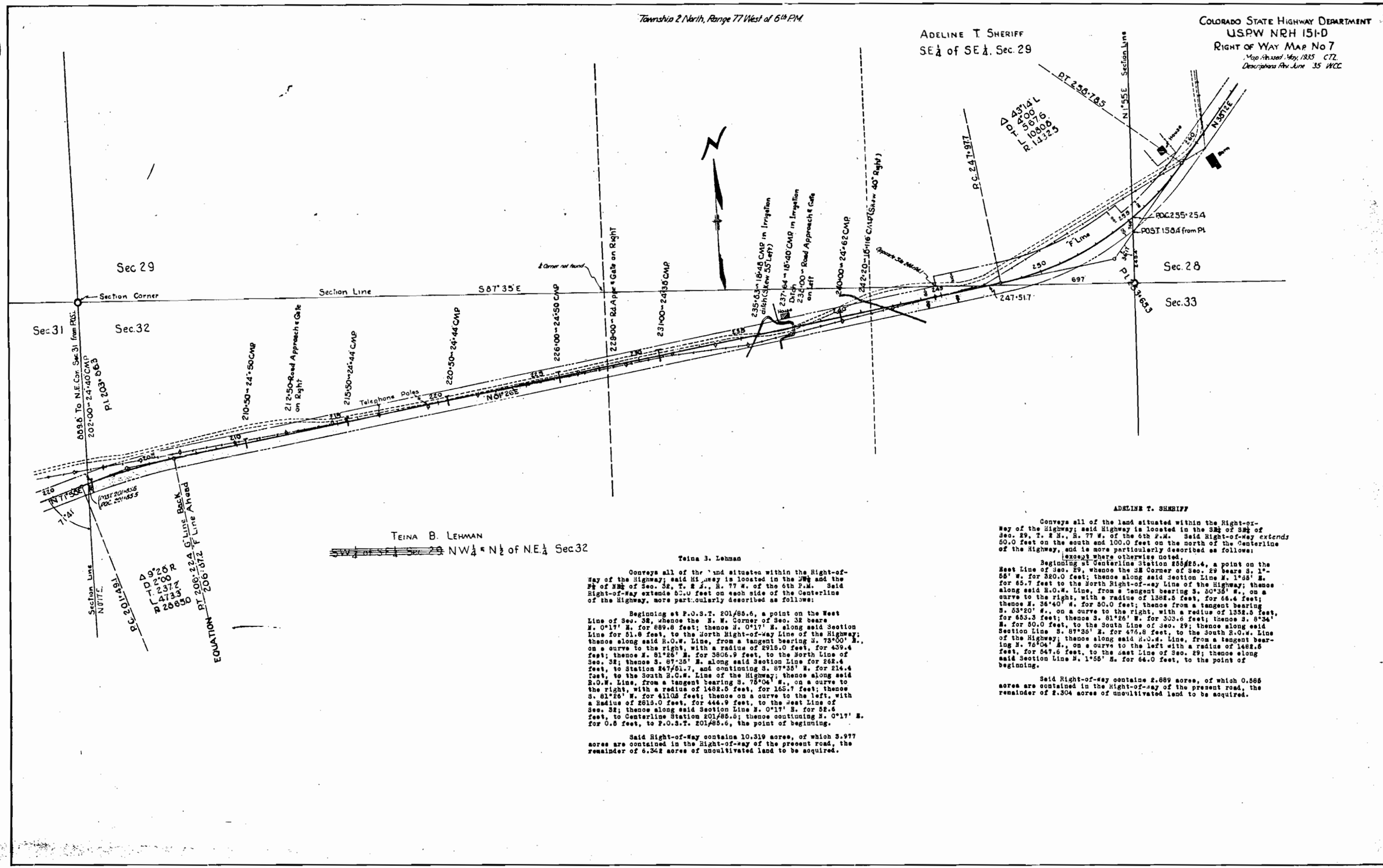


R. O. THROCKMORTON

Conveys all the land situated within the Right-of-Way of the Highway; said Highway is located in the S½ of NW¼ of Sec. 28, T. 2 N, R. 77 W. of the 6th P.M.; said Right-of-Way extends 50.0 feet on each side of the Centerline of the Highway except where otherwise noted, more particularly described as follows:

Beginning at Centerline Station 319+96.0, a point on the East Boundary Line of Sec. 28, whence the NE Corner of Sec. 28 bears N. 0°17' E. for 1855.0 feet; thence along said Section Line, S. 0°17' W., for 50.0 feet, to the South Right-of-Way Line of the Highway; thence along said R.O.W. Line, S. 89°54' W., for 945.7 feet; thence S. 0°06' E. for 10.0 feet; thence S. 89°54' W. for 900.0 feet; thence N. 0°06' W. for 10.0 feet; thence S. 89°54' W. for 261.9 feet; thence on a curve to the left, with a radius of 1382.5 feet, for 445.7 feet; to the North-South ¼ Line of Sec. 28; thence along said ¼ Line, N. 0°09' E., for 105.1 feet, to the North R.O.W. Line of the Highway; thence along said R.O.W. Line, N. 72°06' E. and on a curve to the right, with a radius of 1482.5 feet, for 444.6 feet; thence N. 89°54' E. for 2108.2 feet, to the East Boundary Line of Sec. 28; thence along said Section Line, S. 0°17' W., for 50.0 feet, to the point of beginning.

Said Right-of-Way contains 6.069 acres, of which 2.370 acres are contained in the Right-of-Way of the present road, leaving a remainder of 3.699 acres of land to be acquired, of which 2.000 acres are meadow land and 1.699 acres are sage brush land.



Teina B. Lehman

Conveys all of the land situated within the Right-of-Way of the Highway; said Highway is located in the NW¼ and the N½ of NE¼ of Sec. 32, T. 2 N., R. 77 W. of the 6th P.M. Said Right-of-Way extends 50.0 feet on each side of the Centerline of the Highway, more particularly described as follows:

Beginning at P.O.S.T. 201/85.6, a point on the West Line of Sec. 32, whence the N. W. Corner of Sec. 32 bears N. 0°17' E. for 889.6 feet; thence N. 0°17' E. along said Section Line for 51.6 feet, to the North Right-of-Way Line of the Highway; thence along said R.O.W. Line, from a tangent bearing N. 73°00' E., on a curve to the right, with a radius of 2915.0 feet, for 439.4 feet; thence N. 81°26' E. for 3806.9 feet, to the North Line of Sec. 32; thence S. 87°35' E. along said Section Line for 262.4 feet, to Station 247/51.7, and continuing S. 87°35' E. for 214.4 feet, to the South R.O.W. Line of the Highway; thence along said R.O.W. Line, from a tangent bearing S. 75°04' W., on a curve to the right, with a radius of 1482.5 feet, for 155.7 feet; thence S. 81°26' W. for 4110.5 feet; thence on a curve to the left, with a radius of 2815.0 feet, for 444.9 feet, to the West Line of Sec. 32; thence along said Section Line N. 0°17' E. for 52.6 feet, to Centerline Station 201/85.5; thence continuing N. 0°17' E. for 0.8 feet, to P.O.S.T. 201/85.6, the point of beginning.

Said Right-of-Way contains 10.319 acres, of which 3.977 acres are contained in the Right-of-way of the present road, the remainder of 6.342 acres of uncultivated land to be acquired.

ADELINE T. SHERIFF

Conveys all of the land situated within the Right-of-Way of the Highway; said Highway is located in the SE¼ of SE¼ of Sec. 29, T. 2 N., R. 77 W. of the 6th P.M. Said Right-of-Way extends 50.0 feet on the south and 100.0 feet on the north of the Centerline of the Highway, and is more particularly described as follows:

(except where otherwise noted)

Beginning at Centerline Station 255/25.4, a point on the East Line of Sec. 29, whence the SE Corner of Sec. 29 bears S. 1°-55' W. for 320.0 feet; thence along said Section Line N. 1°55' E. for 65.7 feet to the North Right-of-Way Line of the Highway; thence along said R.O.W. Line, from a tangent bearing S. 30°38' W., on a curve to the right, with a radius of 1282.5 feet, for 66.4 feet; thence N. 36°40' W. for 50.0 feet; thence from a tangent bearing S. 53°20' W., on a curve to the right, with a radius of 1332.5 feet, for 653.3 feet; thence S. 81°26' W. for 303.6 feet; thence S. 8°34' E. for 50.0 feet, to the South Line of Sec. 29; thence along said Section Line S. 87°35' E. for 476.8 feet, to the South R.O.W. Line of the Highway; thence along said R.O.W. Line, from a tangent bearing N. 75°04' E., on a curve to the left with a radius of 1482.5 feet, for 547.6 feet, to the East Line of Sec. 29; thence along said Section Line N. 1°55' E. for 64.0 feet, to the point of beginning.

Said Right-of-Way contains 2.689 acres, of which 0.385 acres are contained in the Right-of-way of the present road, the remainder of 2.304 acres of uncultivated land to be acquired.

COLORADO DEPARTMENT OF HIGHWAYS

RIGHT OF WAY MAP

IN

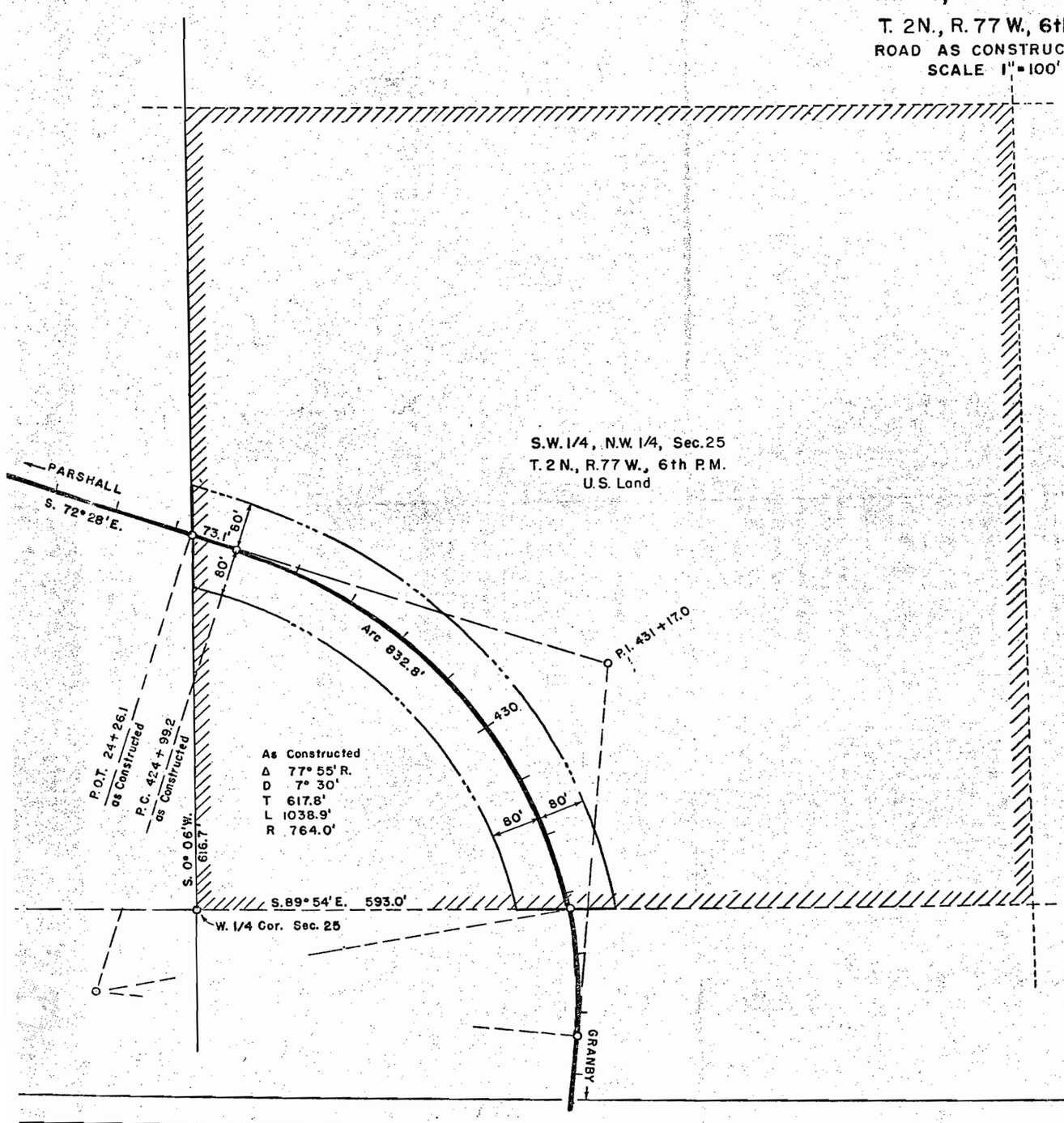
THE S.W. 1/4, N.W. 1/4 Section 25

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

ROAD AS CONSTRUCTED

SCALE 1" = 100'

SERIAL NO C-010134



I, George H. Woodhall, Manager Bureau of Land Management, Denver, Colorado, hereby certify that the land shown cross-hatched hereon is unpatented or unappropriated.

George H. Woodhall
Manager, Denver, Colorado

CERTIFICATE OF CHIEF ENGINEER
COLORADO
DEPARTMENT OF HIGHWAYS

I, Mark U. Watrous, of Denver, Colorado, hereby certify that this map was made from notes taken during an actual survey made by the Resident Engineer in 1935, which work to the best of my knowledge and belief is accurately represented by this map.

Denver, Colorado

Mark U. Watrous
Chief Engineer

FILE WITH N.R.H. 151-D