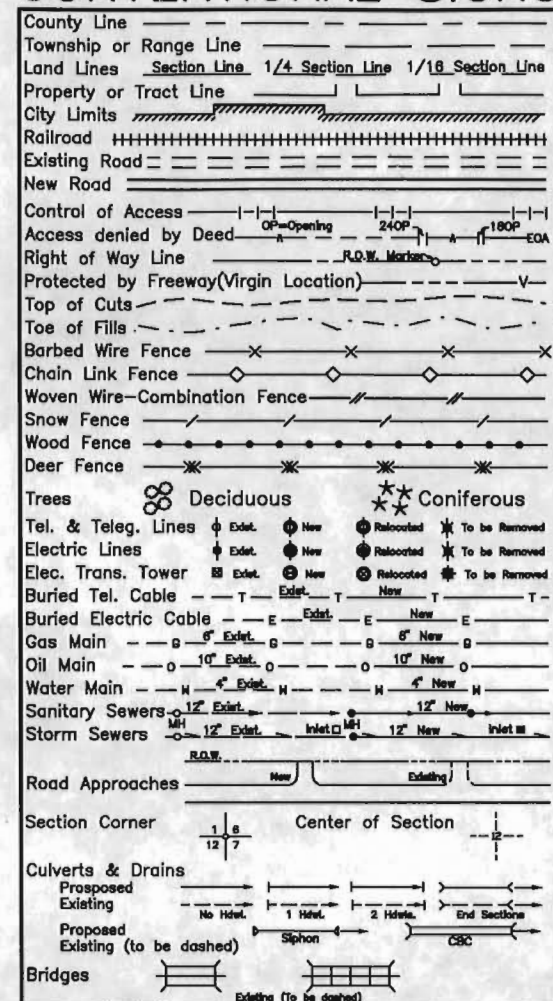


CONVENTIONAL SIGNS



DEPARTMENT OF TRANSPORTATION STATE OF COLORADO

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	1	12
REVISIONS				

RIGHT OF WAY PLAN OF PROPOSED

FEDERAL AID PROJECT NO. PLH 0503-043 STATE HIGHWAY NO. 50 FREMONT COUNTY RIGHT OF WAY

SCALES OF ORIGINAL DRAWINGS

PLAN SHEETS 1' = 100'

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 TABULATION OF PROPERTIES SHEET
- 3-3A MONUMENTATION SHEETS
- 4-12 PLAN SHEETS

STA. 1037+56.92 END CONSTR. ON

PROJECT PLH 0503-047

Mile Post 260.28

STA. 997+50 BEGIN CONSTR. ON

PROJECT PLH 0503-047

Mile Post 259.52

STA. 1958+50.3 BEGIN ROW ON

PROJECT AWP 4001-A

STA. 1950+40.3 END CONSTR. ON

PROJECT PLH 050-3(40)

0.8' RT OF STA 1958+50.3 (AWP 4001-A)

M.P. 258.4

STA. 2000+00 BEGIN CONSTR. ON

PROJECT PLH 0503-047

Mile Post 261.19

STA. PT 2043+51.87 END CONSTR. ON

PROJECT PLH 0503-047

Mile Post 262.01

STA. 2163+15.4 END ROW ON

PROJECT AWP 4001-A

STA. 3100+00 BEGIN CONSTR. ON

PROJECT PLH 0503-047

3.7 RT. OF STA. P.O.C. 2378+72.1 (PWA 4001-C)

Mile Post 266.32

STA. PT 3132+64.7 END CONSTR. ON

PROJECT PLH 0503-047

1.1' RT. OF STA. P.O.C. 2411+33.8 (PWA 4001-C)

Mile Post 266.94

NOTICE: According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discovered such defect. In no event, may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.

CERTIFICATION: The undersigned office surveyor hereby certifies that the accompanying right-of-way plan represents the property acquired by the Colorado Department of Transportation for this project and the undersigned field surveyor certifies that the property has been monumented as shown on the plan. This right-of-way plan is null and void unless it bears the original signatures and seals of the Professional Land Surveyors in responsible charge of the work.

BASIS OF BEARINGS (AWP 4001-A)

FIVE POINTS AND SPIKEBUCK

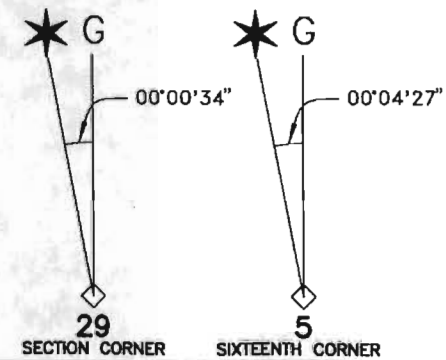
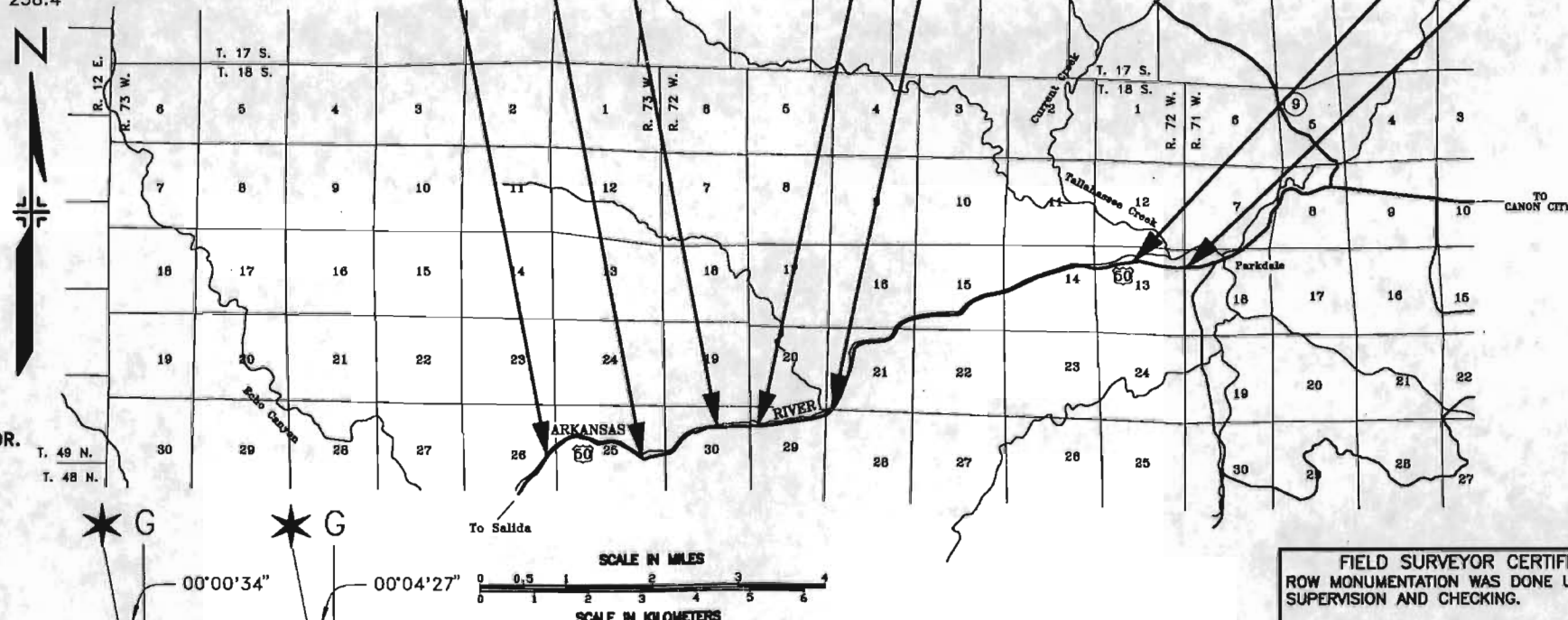
ALL BEARINGS ARE BASED ON THE COLORADO COORDINATE SYSTEM OF 1983/1992, CENTRAL ZONE. A COMBINED GRID FACTOR OF 0.9997113 WAS USED TO MODEL THE SURFACE OF THE EARTH AT THIS LOCATION. THE COMBINED GRID FACTOR IS BASED ON A SCALE FACTOR OF 0.99999826 AND A 6000 FOOT ELEVATION FACTOR. ALL COORDINATES WERE CONVERTED TO NON-METRIC UNITS USING THE U.S. SURVEY FOOT DEFINITION: ONE METER EQUALS 3937/1200 FEET.

BASIS OF BEARINGS (PWA 4001-C)

PARKDALE

ALL BEARINGS ARE BASED ON THE COLORADO COORDINATE SYSTEM OF 1983/1992, CENTRAL ZONE. A COMBINED GRID FACTOR OF 0.9997057 WAS USED TO MODEL THE SURFACE OF THE EARTH AT THIS LOCATION. THE COMBINED GRID FACTOR IS BASED ON A SCALE FACTOR OF 0.99999273 AND A 6000 FOOT ELEVATION FACTOR. ALL COORDINATES WERE CONVERTED TO NON-METRIC UNITS USING THE U.S. SURVEY FOOT DEFINITION: ONE METER EQUALS 3937/1200 FEET.

DATE: MARCH 1996
PROJECT CODE: 10402
REGION 2



FIELD SURVEYOR CERTIFICATE
ROW MONUMENTATION WAS DONE UNDER MY SUPERVISION AND CHECKING.

NAME: _____

PLS NUMBER: _____

DATE: _____

OFFICE SURVEYOR CERTIFICATE
ROW PLANS AND LEGAL DESCRIPTIONS WERE DONE UNDER MY SUPERVISION AND CHECKING.

NAME: _____

PLS NUMBER: _____

DATE: _____

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

AUTHORIZED _____ DATE _____

DIVISION ADMINISTRATOR _____

MONUMENTATION SHEET

PROJECT PLH 0503-043

TOWNSHIP 18 SOUTH, RANGE 72 WEST, OF THE 6TH P.M.
AND
TOWNSHIP 18 SOUTH, RANGE 73 WEST, OF THE 6TH P.M.

TABULATION OF ROW MARKERS FOUND BY CDOT A.W. PROJECT NO. 4001-A

STATE PLANE COORDINATES (CENTRAL ZONE) ZERO ELEVATION

	NORTHING (METERS)	EASTING (METERS)	ELEV. (METERS)	PROJECT PLAN LOCATION
1002	376824.707	921804.964	1764.177	50' RT OF PC 2310+86.4
1003	376820.662	921806.944	1765.709	65' RT OF PC 2310+86.4
1004	376603.531	921180.840	1776.323	50' RT OF PT 2289+09.6 AH
1005	376599.665	921181.926	1778.952	65' RT OF PT 2289+09.6 AH
1006	376315.461	920704.426	1782.768	50' RT OF PCC 2270+00
1007	376310.043	920709.795	1790.394	75' RT OF PDC 2270+00
1008	376235.855	920550.090	1775.075	50' RT OF PC 2264+51.1
1009	376192.862	920047.018	1777.711	50' RT OF 2248+00
1010	376189.797	920047.405	1777.326	60' RT OF 2248+00
1011	375484.807	918703.729	1794.346	50' RT OF PC 2194+43.0
1012	375484.283	918706.725	1794.730	60' RT OF PC 2194+43.0
1013	374925.651	918559.306	1797.2	50' RT OF PT 2175+56.2 AH
1014	374923.991	918575.194	1798.009	70' RT OF PT 2175+56.2 AH
1015	374310.704	918140.821	1798.769	50' RT OF PCC 2150+99.9
1016	374305.447	918143.859	1804.650	70' RT OF PCC 2150+99.9
1017	374155.497	917455.390	1803.831	65' RT OF 2128+00
1018	374109.309	917061.363	1814.859	65' RT OF 2115+00
1019	374098.007	917062.629	1825.771	100' RT OF 2115+00
1020	374100.218	916753.321	1820.697	100' RT OF 2105+00
1023	374113.185	915999.171	1809.911	50' RT OF 2085+00
1024	374108.579	915999.566	1813.591	65' RT OF 2085+00
1021	374127.654	916150.711	1814.939	50' RT OF 2080+00
1022	374124.074	916151.065	1817.727	65' RT OF 2080+00
1025	374041.516	915705.696	1808.618	60' RT OF PT 2069+89.9 AH
1026	373664.396	915197.993	1794.4	50' RT OF PC 2048+86.5
1027	373649.547	915201.816	1809.354	100' RT OF PC 2048+86.5
1028	373621.306	915025.497	1815.651	50' RT OF 2043+00
1029	373665.617	915014.467	1815.745	100' LT OF 2043+00
1030	373606.549	915029.168	1815.412	100' RT OF 2043+00
1031	373620.094	914672.323	1837.356	100' RT OF 2031+62.6
1032	373622.379	914674.246	1835.861	90' RT OF 2031+62.6
1033	373985.905	913446.233	1836.826	50' RT OF 1987+75
1034	373972.383	913444.967	1843.838	95' RT OF 1987+75
1035	373946.876	913333.045	1855.332	95' RT OF 1983+25
1036	373743.684	913045.419	1842.113	50' RT OF PC 1971+30.4
1037	373738.840	913052.920	1846.168	80' RT OF PC 1971+30.4
1038	373230.959	912689.842	1841.272	50' RT OF PT 1950+46.0 BK
1039	373228.428	912691.343	1843.110	60' RT OF 1950+46.0 BK
1040	372768.076	912315.348	1850.697	60' RT OF PC 1930+72.9
1041	372758.083	912321.908	1859.140	100' RT OF PC 1930+72.9
1042	372719.180	912236.496	1847.171	50' RT OF PT 1927+68.4 AH
1043	372297.093	911405.970	1854.519	50' RT OF 1890+80
1044	372283.220	911399.971	1861.633	100' RT OF 1890+80
1045	372064.463	910826.034	1855.291	70' LT OF 1863+50
1046	372106.951	910848.264	1868.782	50' RT OF 1864+50
1047	372109.671	910857.008	1876.769	80' RT OF 1864+50
1048	371820.854	911014.870	1874.402	80' RT OF 1853+50
1049	371819.438	911023.777	1879.830	110' RT OF 1853+50
1050	371733.742	910951.931	1865.182	70' LT OF 1850+25
1051	371672.293	910961.344	1887.870	80' RT OF 1848+50
1052	371668.758	910969.627	1897.030	110' RT OF 1848+50

STATE PLANE MODIFIED GRID COORDINATES

	NORTHING (FEET)	EASTING (FEET)
1002	1236656.082	3025161.817
1003	1236642.807	3025168.315
1004	1235930.297	3023113.579
1005	1235917.544	3023117.143
1006	1234984.840	3021550.092
1007	1234967.068	3021567.712
1008	1234723.599	3021043.596
1009	1234582.505	3019392.624
1010	1234572.447	3019393.894
1011	1232258.824	3014984.244
1012	1232257.433	3014994.076
1013	1230423.803	3014543.097
1014	1230418.349	3014562.420
1015	1228405.675	3013136.993
1016	1228388.423	3013146.873
1017	1227896.320	3010887.469
1018	1227744.741	3009594.358
1019	1227707.650	3009598.013
1020	1227714.907	3008883.432
1023	1227757.461	3006108.477
1024	1227742.345	3006109.773
1021	1227804.745	3006605.798
1022	1227793.197	3006606.960
1025	1227522.299	3005145.356
1026	1226284.615	3003479.186
1027	1226295.903	3003491.733
1028	1226143.222	3002913.092
1029	1226288.641	3002876.894
1030	1226094.793	3002925.140
1031	1226139.245	3001754.053
1032	1226146.744	3001760.364
1033	1227359.756	2997730.294
1034	1227295.380	2997726.139
1035	1227211.672	2997358.836
1036	1226544.840	2996414.910
1037	1226528.943	2996439.527
1038	1224862.189	2995247.905
1039	1224853.883	2995252.911
1040	1223343.108	2994018.978
1041	1223310.314	2994040.506
1042	1223182.643	2993760.203
1043	1221797.446	2991034.598
1044	1221751.917	2991014.911
1045	1221034.005	2989131.373
1046	1221173.441	2989204.329
1047	1221182.368	2989233.085
1048	1220234.534	2989751.094
1049	1220229.887	2989780.325
1050	1219948.651	2989544.542
1051	1219746.989	2989575.433
1052	1219735.388	2989602.616

TABULATION OF ROW MARKERS TO BE SET FIVE POINTS AND SPIKEBUCK

STATE PLANE COORDINATES (CENTRAL ZONE) ZERO ELEVATION

	NORTHING (METERS)	EASTING (METERS)
1521	373759.792	913819.554
1522	373738.851	913853.178
1523	373839.798	913121.650
1524	373802.142	913133.946
1525	373877.387	913185.359
1526	373848.416	913212.375
1527	373934.656	913268.219
1528	373925.686	913295.235
1529	373950.783	913328.790
1530	373946.849	913331.116
1531	373972.351	913445.288
1532	373986.002	913446.580
1533	374013.216	913471.327
1534	373983.288	913465.600
1535	373972.612	913483.508
1536	373942.684	913677.781
1537	373926.219	913732.402
1538	373914.976	913727.695
1539	373927.197	913805.746
1540	373922.215	913882.236
1541	373887.342	913777.666
1542	373882.650	914036.715
1543	373835.210	914047.959
1544	373866.914	914301.586
1545	373861.192	914299.489
1546	373821.139	914284.805
1547	373790.522	914501.108
1548	373787.661	914500.059
1549	373747.608	914855.715
1550	373715.798	914632.201
1552	373667.299	914710.868
1553	373657.858	914703.159
1555	373630.745	914873.955
1557	373665.690	915014.459
1558	373650.905	915018.136
1560	373653.847	915190.798
1562	373649.492	915201.830
1563	373696.805	915190.063
1564	373764.962	915313.065
1565	373738.666	915338.473
1566	373729.901	915346.942
1567	373974.893	915530.388
1568	373948.597	915555.736

STATE PLANE MODIFIED GRID COORDINATES

	NORTHING (FEET)	EASTING (FEET)
1521	1226527.703	2996330.026
1522	1226528.974	2996440.372
1523	1226806.264	2996665.083
1524	1226736.685	2996705.435
1525	1226983.625	2996874.162
1526	1226888.549	2996962.822
1527	1227237.205	2997146.092
1528	1227142.129	2997234.752
1529	1227174.105	2997271.803
1530	1227162.381	2997281.160
1531	1227295.275	2997727.192
1532	1227340.074	2997731.434
1533	1227429.386	2997812.646
1534	1227331.168	2997793.851
1535	1227296.133	2998805.979
1536	1227197.915	2998490.184
1537	1227143.879	2998669.437
1538	1227106.982	2998653.989
1539	1227147.090	2998910.138
1540	1227130.741	2998898.619
1541	1227016.293	2998817.985
1542	1227000.896	2999668.127
1543	1226845.295	2999705.026
1544	1226949.253	3000537.376
1545	1226930.475	3000530.492
1546	1226799.030	3000482.303
1547	1226698.532	3001192.163
1548	1226689.163	3001188.721
1549	1226557.718	3001140.532
1550	1226453.325	3001622.392
1552	1226394.160	3001890.549
1553	1226263.177	3001855.250
1555	1226174.199	3002415.763
1557	1226288.880	3002876.869
1558	1226240.358	3002888.936
1560	1226381.287	3003455.575
1562	1226235.722	3003491.779
1563	1226390.992	3003590.161
1564	1226614.670	3003856.826
1565	1226528.373	3003940.210
1566	1226499.608	3003968.005
1567	1227303.616	3004569.836
1568	1227217.320	3004653.220

REVISIONS	
NO.	DATE

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	3	12

GENERAL NOTES

- THIS RIGHT-OF-WAY PLAN DOCUMENT IS DEPENDENT UPON THE SUFFICIENCY AND ACCURACY OF THE BOUNDARY EVIDENCE SUPPLIED BY OTHERS.
- THE PRIMARY CONTROL FOR THIS RIGHT-OF-WAY PLAN DOCUMENT HAS BEEN DEPOSITED IN THE RECORDS OF THE FREMONT COUNTY CLERK AND RECORDER OFFICE.
- THIS RIGHT-OF-WAY PLAN DOCUMENT IS FOR THE USE OF THE COLORADO DEPARTMENT OF TRANSPORTATION AND IS NOT A COMPLETE SURVEY OF ALL ADJACENT PROPERTY BOUNDARIES.
- THIS RIGHT-OF-WAY PLAN DOCUMENT DOES NOT SHOW RIGHTS-OF-WAY OR EASEMENTS OF RECORD EXCEPT FOR THOSE PERTAINING TO STATE HIGHWAY 50.
- THE BUREAU OF LAND MANAGEMENT (BLM) IN COOPERATION WITH THE COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) PRODUCED A REPORT TITLED "REPORT OF HORIZONTAL CONTROL AND COMPUTATIONS" WHICH WAS USED TO IDENTIFY AND LOCATE THE ALIQUOT CORNERS SHOWN IN THESE PLANS.
- A COMBINED GRID FACTOR OF .9997113 WAS USED TO MODEL THE SURFACE OF THE EARTH AT THIS LOCATION. THE COMBINED GRID FACTOR IS BASED ON A SCALE FACTOR OF .99999826 AND A 6000 FOOT ELEVATION FACTOR. ALL COORDINATES WERE CONVERTED TO NON-METRIC UNITS USING THE U.S. SURVEY FOOT DEFINITION: ONE METER EQUALS 3937/1200 FEET.

*Control Monuments
Modified Grid*

QUANTITY OF MONUMENTS SET

CAP TYPE	MONUMENT TYPE							
	1	1A	2	2A	3	3A	4	5
REFERENCE								
RIGHT-OF-WAY								
CONTROL								
ALIQUOT CORNER								
WITNESS POST								

MONUMENTATION SHEET

PROJECT PLH 0503-043

TOWNSHIP 18 SOUTH, RANGE 72 WEST, OF THE 6TH P.M.
AND
TOWNSHIP 18 SOUTH, RANGE 73 WEST, OF THE 6TH P.M.

REVISIONS	
ADDED	MODIFIED GRID COORDS.

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	3A	12

GENERAL NOTES

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- A COMBINED GRID FACTOR OF .9997057 WAS USED TO MODEL THE SURFACE OF THE EARTH AT THIS LOCATION. THE COMBINED GRID FACTOR IS BASED ON A SCALE FACTOR OF .99999273 AND A 6000 FOOT ELEVATION FACTOR. ALL COORDINATES WERE CONVERTED TO NON-METRIC UNITS USING THE U.S. SURVEY FOOT DEFINITION: ONE METER EQUALS 3937/1200 FEET.

TABULATION OF ROW MARKERS FOUND BY CDOT P.W.A. PROJECT NO. 4001-C

STATE PLANE COORDINATES (CENTRAL ZONE) ZERO ELEVATION

PLH 050-3(043), Parkdale to Cotopaxi - R.O.W. ties to Project PWA 4001-C

POINT NUMBER	NORTH LATITUDE NAD83/92	WEST LONGITUDE NAD83/92	ELLIPSOID HEIGHT (METERS)	NORTHING (METERS) C Zone	EASTING (METERS) C Zone	DESCRIPTION
160	38 29' 04.81818	105 23' 00.57750	1745.260	377110.795	924567.075	CDOT CM SH 50 MP 266.87 RT
273	38 29' 08.67169	105 23' 37.26750	1745.500	377228.526	923677.706	NGS DEEP RD
287	38 29' 53.87510	105 21' 00.67168	1886.330	378627.708	927470.650	NGS DEEP RD
9000	38 29' 04.33464	105 23' 59.39834	1743.404	377094.185	923141.493	RDWM PWA 4001-C STA 2356+79.2 2360+85.1 EL 5766.48
9001	38 29' 04.44042	105 23' 59.42514	1743.443	377097.446	923140.840	RDWM PWA 4001-C STA 2356+79.2B 2360+85.1A EL 5766.44
9002	38 29' 05.80579	105 23' 49.35196	1747.040	377139.819	923384.929	RDWM PWA 4001-C STA 2369+00 EL 5778.33
9003	38 29' 04.77890	105 23' 49.11673	1766.522	377108.162	923390.666	RDWM PWA 4001-C STA 2369+50 EL 5842.22
9004	38 29' 05.93924	105 23' 41.07504	1767.125	377144.164	923585.525	RDWM PWA 4001-C STA 2375+50 EL 5844.35
9005	38 29' 06.96475	105 23' 41.31031	1752.076	377175.779	923579.786	RDWM PWA 4001-C STA 2375+50 EL 5793.04
9006	38 29' 08.52576	105 23' 23.24446	1743.392	377224.431	924017.573	RDWM PWA 4001-C STA 2390+00 EL 5766.57
9007	38 29' 05.77374	105 22' 57.03570	1745.753	377140.370	924652.877	RDWM PWA 4001-C STA 2411+15 EL 5774.39
9008	38 29' 08.72335	105 23' 23.20700	1742.909	377230.525	924018.474	RDWM PWA 4001-C STA 2390+00 EL 5765.01
9009	38 29' 04.58719	105 22' 57.04312	1745.397	377103.782	924652.744	RDWM PWA 4001-C STA 2411+15 EL 5773.34
9010	38 29' 35.07811	105 21' 49.96507	1796.736	378046.229	926277.059	RDWM PWA 4001-C STA 2476+50.6 EL 5941.81
9011	38 29' 08.22976	105 23' 04.65694	1745.171	377154.194	924468.149	RDWM PWA 4001-C STA 2405+00 EL 5772.45
9012	38 29' 31.06116	105 21' 51.60501	1791.508	377922.308	926237.502	RDWM PWA 4001-C STA 2471+75 EL 5924.69
9013	38 29' 06.13085	105 23' 04.67313	1745.107	377151.144	924467.760	RDWM PWA 4001-C STA 2405+00 EL 5772.25
9014	38 29' 28.67082	105 21' 53.97802	1787.038	377848.517	926180.105	RDWM PWA 4001-C STA 2468+37.7 EL 5910.00
9015	38 29' 15.40445	105 22' 11.13806	1761.720	377438.846	925764.835	RDWM PWA 4001-C STA 2449+18.1 EL 5826.88
9016	38 29' 48.38019	105 21' 38.60298	1854.782	378456.811	926551.772	RDWM PWA 4001-C STA 2492+43.2 EL 6131.84
9017	38 29' 15.16132	105 22' 10.92830	1763.683	377431.356	925769.929	RDWM PWA 4001-C STA 2449+18.1 EL 5833.38
9018	38 29' 55.17598	105 21' 07.45336	1884.797	378667.550	927306.205	RDWM PWA 4001-C STA 2522+00 EL 6230.00
9019	38 29' 27.53334	105 21' 52.61110	1801.019	377813.493	926213.283	RDWM NDT STAMPED
9020	38 29' 54.79045	105 21' 07.34413	1884.068	378655.667	927308.920	RDWM PWA 4001-C STA 2522+00 EL 6228.00
9021	38 29' 28.37502	105 21' 51.58205	1798.381	377839.483	926238.182	RDWM PWA 4001-C STA 2469+00 EL 5947.32
9022	38 29' 52.91397	105 20' 49.80711	1889.535	378598.510	927733.966	RDWM PWA 4001-C STA 2536+00 EL 6245.90
9023	38 29' 42.92501	105 21' 41.69285	1834.483	378288.488	926477.154	RDWM PWA 4001-C STA 2486+92.0
9024	38 29' 52.80875	105 20' 48.59197	1888.676	378595.315	927763.417	RDWM PWA 4001-C STA 2536+98.8 EL 6243.10
9026	38 29' 52.90736	105 20' 48.57734	1888.909	378598.356	927763.766	RDWM FAP 113-H STA 2536+98.8 EL 6243.98
9027	38 29' 51.63720	105 21' 28.73605	1870.827	378557.611	926790.712	RDWM PWA 4001-C STA 2504+39.0 EL 6185.58 - DISTURBED
9028	38 29' 54.10078	105 20' 49.76810	1891.111	378635.106	927734.850	RDWM PWA 4001-C STA 2535+90 EL 6251.18
9029	38 29' 52.98035	105 21' 14.68333	1862.282	378599.566	927131.169	RDWM PWA 4001-C STA 2516+00 EL 6156.60
9030	38 29' 53.98242	105 20' 48.41028	1891.152	378631.512	927767.758	RDWM PWA 4001-C STA 2536+98.8 EL 6251.34
9031	38 29' 55.22690	105 21' 15.95103	1846.107	378668.788	927100.340	RDWM PWA 4001-C STA 2516+00 EL 6103.34
9032	38 29' 53.88423	105 20' 48.42604	1890.979	378628.484	927767.382	RDWM FAP 113-H STA 2536+98.8 EL 6250.75
9033	38 29' 52.61413	105 21' 25.39545	1838.591	378587.861	926871.614	RDWM PWA 4001-C STA 2506+04.5 EL 6078.73
9035	38 29' 54.25721	105 21' 24.00770	1829.766	378638.578	926905.161	RDWM PWA 4001-C STA 2506+04.5 EL 6019.70
9036	38 29' 51.95795	105 21' 40.45707	1822.828	378567.062	926506.675	RDWM PWA 4001-C STA 2495+00 EL 6027.50

TABULATION OF ROW MARKERS TO BE SET PARKDALE

STATE PLANE COORDINATES (CENTRAL ZONE) ZERO ELEVATION

STATE PLANE MODIFIED GRID COORDINATES

NORTHING (METERS)	EASTING (METERS)	NORTHING (FEET)	EASTING (FEET)
2102	377168.820	923333.633	
2103	377173.314	923332.800	
2104	377145.255	923415.477	
2105	377136.266	923417.144	
2106	377198.308	923467.622	
2107	377189.320	923469.289	
2108	377164.038	923566.947	
2109	377173.026	923565.280	
2110	377232.169	923957.075	
2111	377238.234	923957.679	
2156	377218.225	923625.204	
2157	377185.268	923631.313	
2158	377186.482	924042.331	
2159	377225.473	924049.321	
2160	377131.323	924349.998	
2161	377170.314	924356.988	
2102	1237792.319	3030195.547	
2103	1237807.067	3030192.813	
2104	1237714.983	3030464.144	
2105	1237685.485	3030469.613	
2106	1237889.093	3030635.274	
2107	1237859.596	3030640.743	
2108	1237776.626	3030961.236	
2109	1237806.123	3030955.767	
2110	1238000.219	3032241.558	
2111	1238020.121	3032243.541	
2156	1237954.455	3031152.424	
2157	1237846.298	3031172.475	
2158	1237850.283	3032521.351	
2159	1237978.243	3032544.292	
2160	1237669.263	3033531.052	
2161	1237797.222	3033553.993	

STATE PLANE MODIFIED GRID COORDINATES

POINT	NORTHING (FEET)	EASTING (FEET)	POINT	NORTHING (FEET)	EASTING (FEET)
PNT 160	1237601.856	3034243.365	PNT 9015	1238678.453	3038174.173
PNT 273	1237988.225	3031324.635	PNT 9016	1242019.210	3040756.742
PNT 287	1242580.059	3043772.315	PNT 9017	1238653.872	3038190.890
PNT 9000	1237547.345	3029564.892	PNT 9018	1242710.813	3043232.640
PNT 9001	1237558.047	3029562.749	PNT 9019	1239907.969	3039645.889
PNT 9002	1237697.107	3030363.800	PNT 9020	1242671.815	3043241.550
PNT 9003	1237593.215	3030382.627	PNT 9021	1239993.263	3039727.603
PNT 9004	1237711.366	3031022.115	PNT 9022	1242484.237	3044636.465
PNT 9005	1237815.120	3031003.281	PNT 9023	1241466.807	3040511.861
PNT 9006	1237974.786	3032440.010	PNT 9024	1242473.752	3044733.118
PNT 9007	1237698.915	3034524.950	PNT 9026	1242483.732	3044734.263
PNT 9008	1237994.785	3032442.967	PNT 9027	1242350.015	3041540.895
PNT 9009	1237578.840	3034524.514	PNT 9028	1242604.338	3044639.366
PNT 9010	1240671.762	3039855.189	PNT 9029	1242487.703	3042658.207
PNT 9011	1237744.282	3033918.710	PNT 9030	1242592.543	3044747.364
PNT 9012	1240265.078	3039725.371	PNT 9031	1242714.876	3042557.032
PNT 9013	1237734.273	3033917.433	PNT 9032	1242582.606	3044746.130
PNT 9014	1240022.911	3039537.006	PNT 9033	1242449.290	3041806.399
			PNT 9035	1242615.733	3041916.494
			PNT 9036	1242381.031	3040608.743

QUANTITY OF MONUMENTS SET

CAP TYPE	MONUMENT TYPE							
	1	1A	2	2A	3	3A	4	5
REFERENCE								
RIGHT-OF-WAY								
CONTROL								
ALIQUOT CORNER								
WITNESS POST								

*Control Monuments
Modified Grid*

REVISIONS	

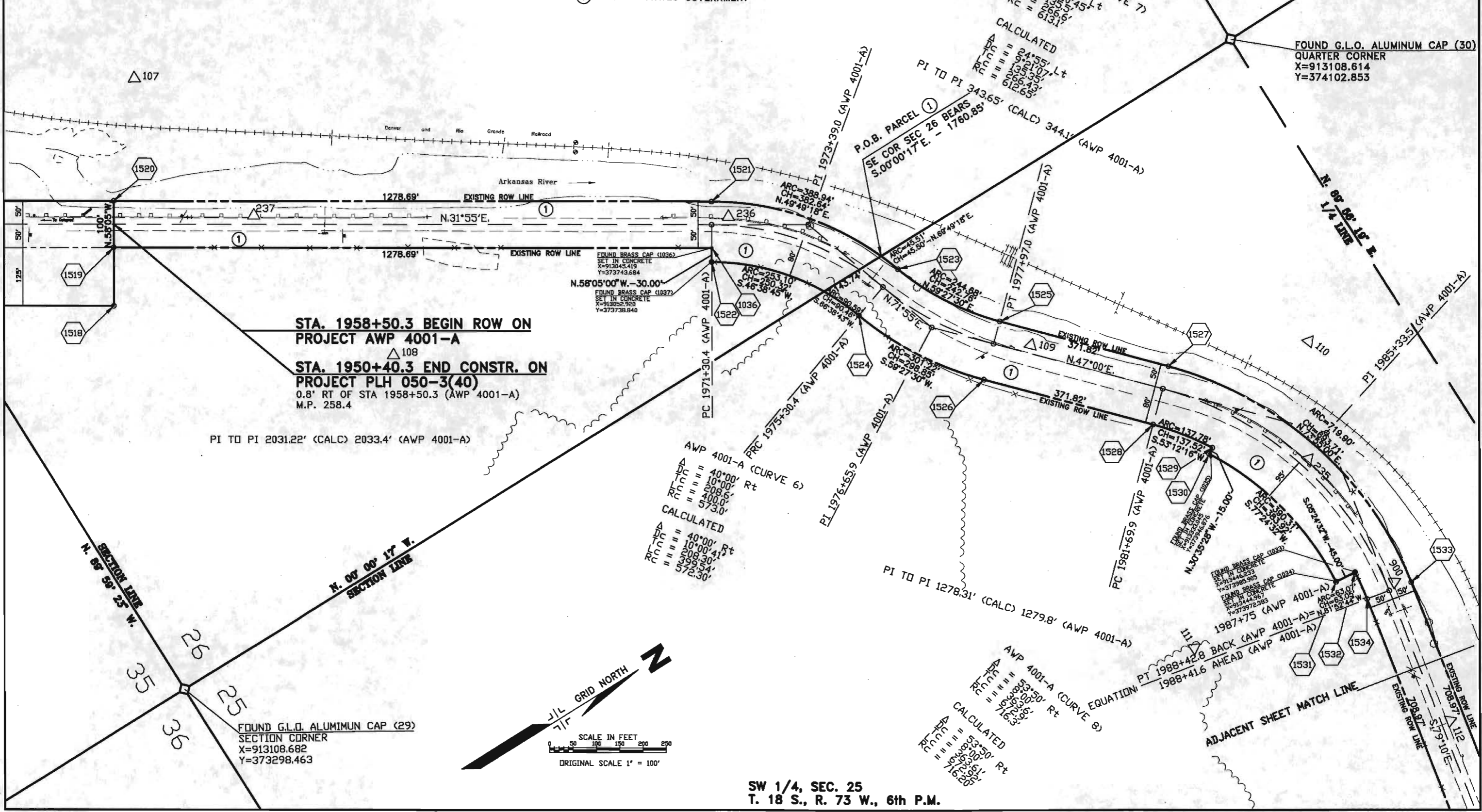
RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	4	12

SE 1/4, SEC. 26

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PRC 1921+99.2 TO STATION PI 2091+32.6 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 25' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

① UNITED STATES GOVERNMENT



STA. 1958+50.3 BEGIN ROW ON PROJECT AWP 4001-A
 STA. 1950+40.3 END CONSTR. ON PROJECT PLH 050-3(40)
 0.8' RT OF STA 1958+50.3 (AWP 4001-A)
 M.P. 258.4

PI TO PI 2031.22' (CALC) 2033.4' (AWP 4001-A)

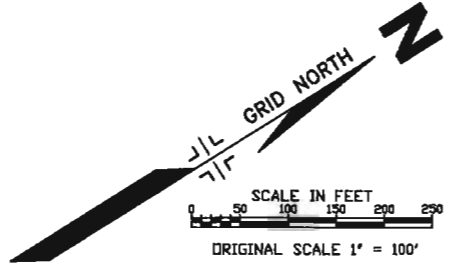
AWP 4001-A (CURVE 6)
 Δ = 40°00' Rt
 L = 10°00' Rt
 R = 208.6'
 R_{calc} = 400.0'
 R_{calc} = 573.0'

CALCULATED
 Δ = 40°00' Rt
 L = 10°00' Rt
 R = 208.30'
 R_{calc} = 399.54'
 R_{calc} = 572.30'

AWP 4001-A (CURVE 8)
 Δ = 53°50' Rt
 L = 18°00' Rt
 R = 362.00'
 R_{calc} = 716.3'

CALCULATED
 Δ = 53°50' Rt
 L = 18°00' Rt
 R = 362.00'
 R_{calc} = 716.20'

FOUND G.L.O. ALUMIMUN CAP (29)
 SECTION CORNER
 X=913108.682
 Y=373298.463



SW 1/4, SEC. 25
 T. 18 S., R. 73 W., 6th P.M.

MARCH 1996 SHEET 4 PROJECT CODE: 10402

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	5	12

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PRC 1921+99.2 TO STATION PI 2091+32.6 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 25' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

FOUND G.L.D. ALUMINUM CAP (27)
QUARTER CORNER
X=914717.096
Y=374104.573

① UNITED STATES GOVERNMENT

SE 1/4, SEC. 25
T. 18 S., R. 73 W., 6th P.M.

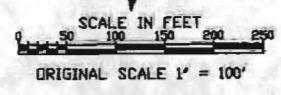
AWP 4001-A (CURVE 10)
 $\Delta = 48^{\circ}30' Lt$
 $DC = 5^{\circ}40'$
 $TC = 455.4'$
 $RC = 855.8'$
 $RC = 1011.2'$
 CALCULATED $\Delta 113$
 $\Delta = 48^{\circ}30' Lt$
 $DC = 5^{\circ}40' 27''$
 $TC = 454.87'$
 $RC = 854.75'$
 $RC = 1009.77'$

AWP 4001-A (CURVE 11)
 $\Delta = 33^{\circ}28' Rt$
 $DC = 3^{\circ}58'$
 $TC = 434.2'$
 $RC = 843.7'$
 $RC = 1444.5'$
 CALCULATED
 $\Delta = 33^{\circ}28' Rt$
 $DC = 3^{\circ}58' 22''$
 $TC = 433.60'$
 $RC = 842.40'$
 $RC = 1442.21'$

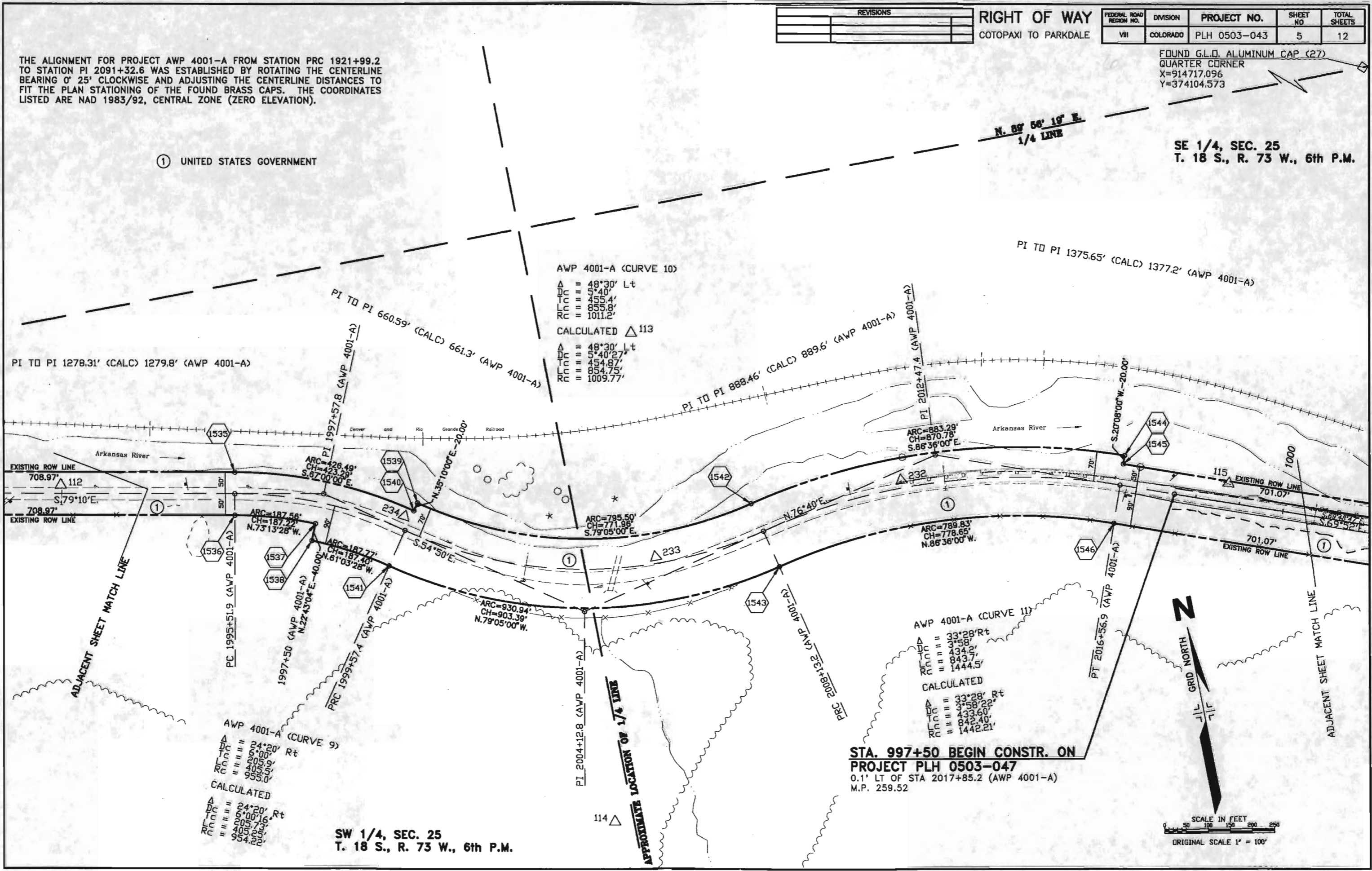
AWP 4001-A (CURVE 9)
 $\Delta = 24^{\circ}20' Rt$
 $DC = 6^{\circ}00'$
 $TC = 205.9'$
 $RC = 405.3'$
 $RC = 955.0'$
 CALCULATED
 $\Delta = 24^{\circ}20' Rt$
 $DC = 6^{\circ}00' 16''$
 $TC = 205.73'$
 $RC = 405.20'$
 $RC = 954.82'$

SW 1/4, SEC. 25
T. 18 S., R. 73 W., 6th P.M.

STA. 997+50 BEGIN CONSTR. ON
PROJECT PLH 0503-047
0.1' LT OF STA 2017+85.2 (AWP 4001-A)
M.P. 259.52



MARCH 1996 SHEET 5 PROJECT CODE: 10402



REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	6	12

SE 1/4, SEC. 25
T. 18 S., R. 73 W., 6th P.M.

LOT 5, SEC. 30

① UNITED STATES GOVERNMENT
TE-1

FOUND G.L.O. ALUMINUM CAP (28)
SECTION CORNER
X=914717.087
Y=374265.795

FOUND G.L.O. ALUMINUM CAP (27)
QUARTER CORNER
X=914717.096
Y=374104.573

AWP 4001-A (CURVE 13)
Δ = 53°12' Lt
DC = 8°00'
Tc = 358.7'
Rc = 655.0'
Rt = 716.3'

CALCULATED
Δ = 53°12' Lt
DC = 8°02'29"
Tc = 356.729'
Rc = 661.56'
Rt = 712.49'

LOT 6, SEC. 30

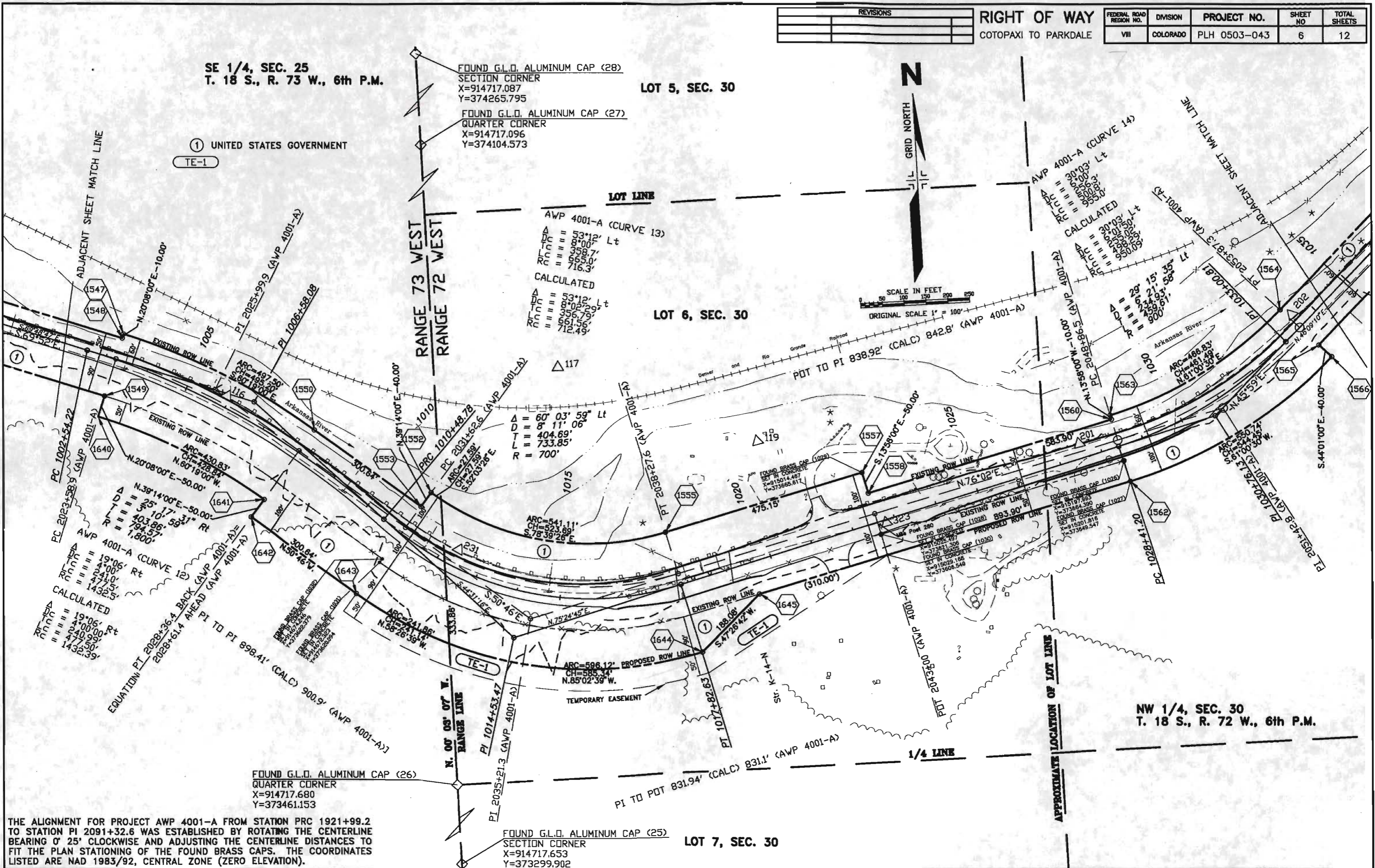
Δ = 60°03'59" Lt
DT = 8°11'06"
L = 404.89'
T = 733.85'
R = 700'

NW 1/4, SEC. 30
T. 18 S., R. 72 W., 6th P.M.

FOUND G.L.O. ALUMINUM CAP (26)
QUARTER CORNER
X=914717.680
Y=373461.153

FOUND G.L.O. ALUMINUM CAP (25)
SECTION CORNER
X=914717.653
Y=373299.902

LOT 7, SEC. 30



THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PRC 1921+99.2 TO STATION PI 2091+32.6 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 25' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

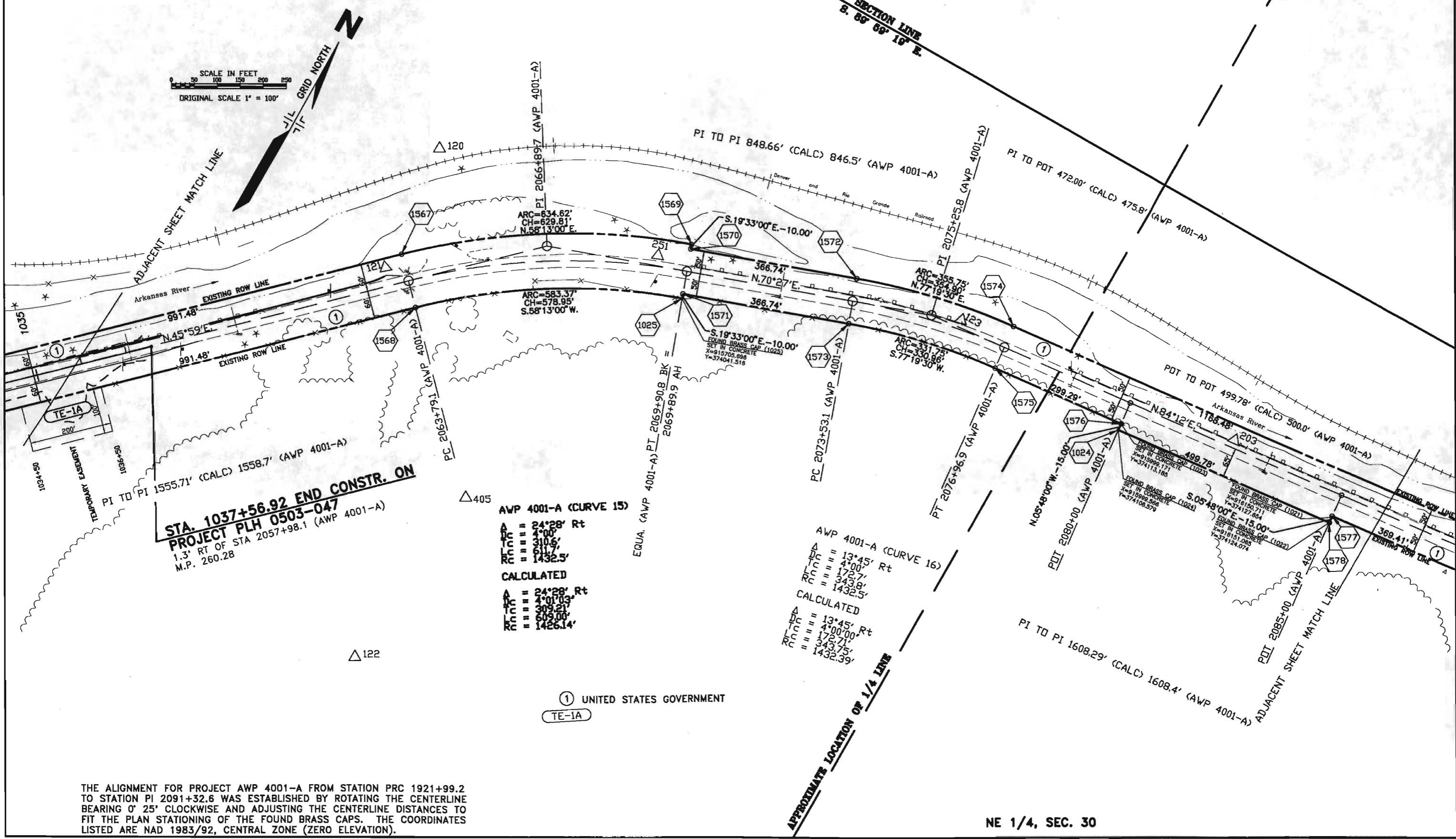
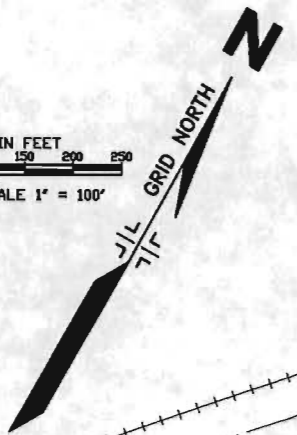
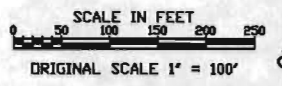
MARCH 1996 SHEET 6 PROJECT CODE: 10402

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	7	12

NW 1/4, SEC. 30
T. 18 S., R. 72 W., 6th P.M.



STA. 1037+56.92 END CONSTR. ON
PROJECT PLH 0503-047
1.3' RT OF STA 2057+98.1 (AWP 4001-A)
M.P. 260.28

AWP 4001-A (CURVE 15)
A = 24°28' Rt
Tc = 4'00'
Rc = 310.6'
Rn = 611.7'
Rc = 1432.5'

CALCULATED
A = 24°28' Rt
Tc = 4'01'03" Rt
Rc = 309.21'
Rn = 605.00'
Rc = 1426.14'

AWP 4001-A (CURVE 16)
A = 13°45' Rt
Tc = 4'00'
Rc = 172.7'
Rn = 343.8'
Rc = 1432.5'

CALCULATED
A = 13°45' Rt
Tc = 4'00'00" Rt
Rc = 172.71'
Rn = 343.75'
Rc = 1432.39'

① UNITED STATES GOVERNMENT
TE-1A

MARCH 1996 SHEET 7 PROJECT CODE: 10402

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PRC 1921+99.2 TO STATION PI 2091+32.6 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 25' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

NE 1/4, SEC. 30

SE 1/4, SEC. 19
T. 18 S., R. 72 W., 6th P.M.

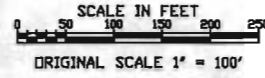
SW 1/4, SEC. 20

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	8	12

N



① UNITED STATES GOVERNMENT

AWP 4001-A (CURVE 18)

$\Delta = 10^{\circ}50'$ Lt
Dc = 4'00"
Tc = 135.8'
Lc = 270.8'
Rc = 1432.5'

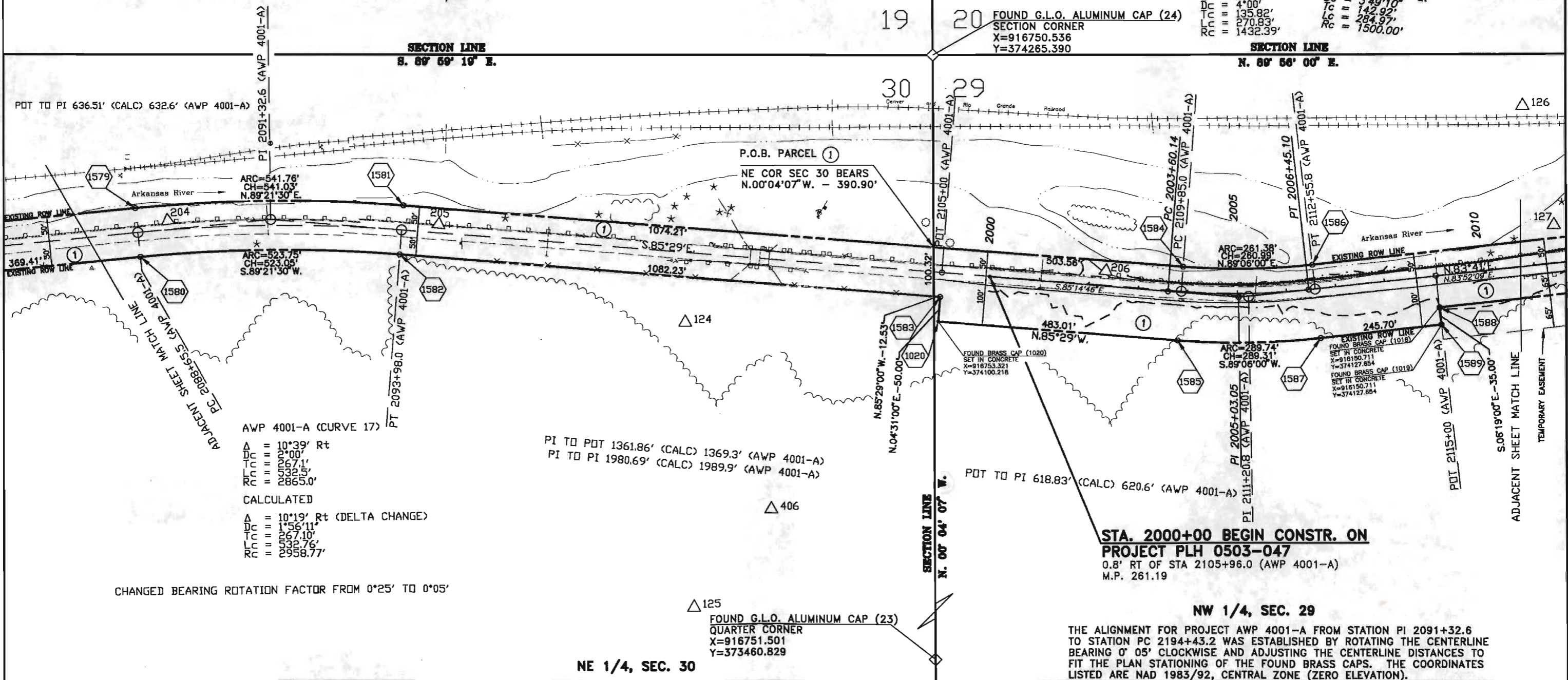
CALCULATED

$\Delta = 10^{\circ}50'$ Lt
Dc = 4'00"
Tc = 135.82'
Lc = 270.83'
Rc = 1432.39'

$\Delta = 10^{\circ}53'06''$ Lt
Dc = 3'49'10"
Tc = 142.92'
Lc = 284.97'
Rc = 1500.00'

SECTION LINE
S. 89° 59' 19" E.

SECTION LINE
N. 89° 59' 00" E.



AWP 4001-A (CURVE 17)

$\Delta = 10^{\circ}39'$ Rt
Dc = 2'00"
Tc = 106.71'
Lc = 213.42'
Rc = 2865.0'

CALCULATED

$\Delta = 10^{\circ}19'$ Rt (DELTA CHANGE)
Dc = 1'56'11"
Tc = 267.10'
Lc = 532.76'
Rc = 2958.77'

CHANGED BEARING ROTATION FACTOR FROM 0°25' TO 0°05'

PI TO PDT 1361.86' (CALC) 1369.3' (AWP 4001-A)
PI TO PI 1980.69' (CALC) 1989.9' (AWP 4001-A)

PDT TO PI 618.83' (CALC) 620.6' (AWP 4001-A)

STA. 2000+00 BEGIN CONSTR. ON
PROJECT PLH 0503-047
0.8' RT OF STA 2105+96.0 (AWP 4001-A)
M.P. 261.19

NW 1/4, SEC. 29

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PI 2091+32.6 TO STATION PC 2194+43.2 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 05' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

MARCH 1996 SHEET 8 PROJECT CODE: 10402

MARCH 1996 SHEET 9 PROJECT CODE: 10402

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	9	12

SW 1/4, SEC. 20
T. 18 S., R. 72 W., 6th P.M.

SE 1/4, SEC. 20

① UNITED STATES GOVERNMENT
TE-1B

AWP 4001-A (CURVE 19)
 Δ = 3°53' Lt
 D_c = 2°00'
 T_c = 97.1'
 L_c = 194.2'
 R_c = 2865.0'

① CALCULATED
 Δ = 3°53' Lt
 D_c = 2°00'
 T_c = 97.12'
 L_c = 194.17'
 R_c = 2864.79'

Δ = 3°59'33" Lt
 D_c = 0°45'52"
 T_c = 261.25'
 L_c = 522.27'
 R_c = 7495.00'

Δ = 2°25'55" Lt
 D_c = 1°25'56"
 T_c = 84.91'
 L_c = 169.78'
 R_c = 4000.00'

AWP 4001-A (CURVE 20)
 Δ = 20°00' Lt
 D_c = 2°00'
 T_c = 252.6'
 L_c = 500.00'
 R_c = 1432.5'

① CALCULATED
 Δ = 20°00' Lt
 D_c = 4°03'54"
 T_c = 248.55'
 L_c = 491.98'
 R_c = 1409.42'

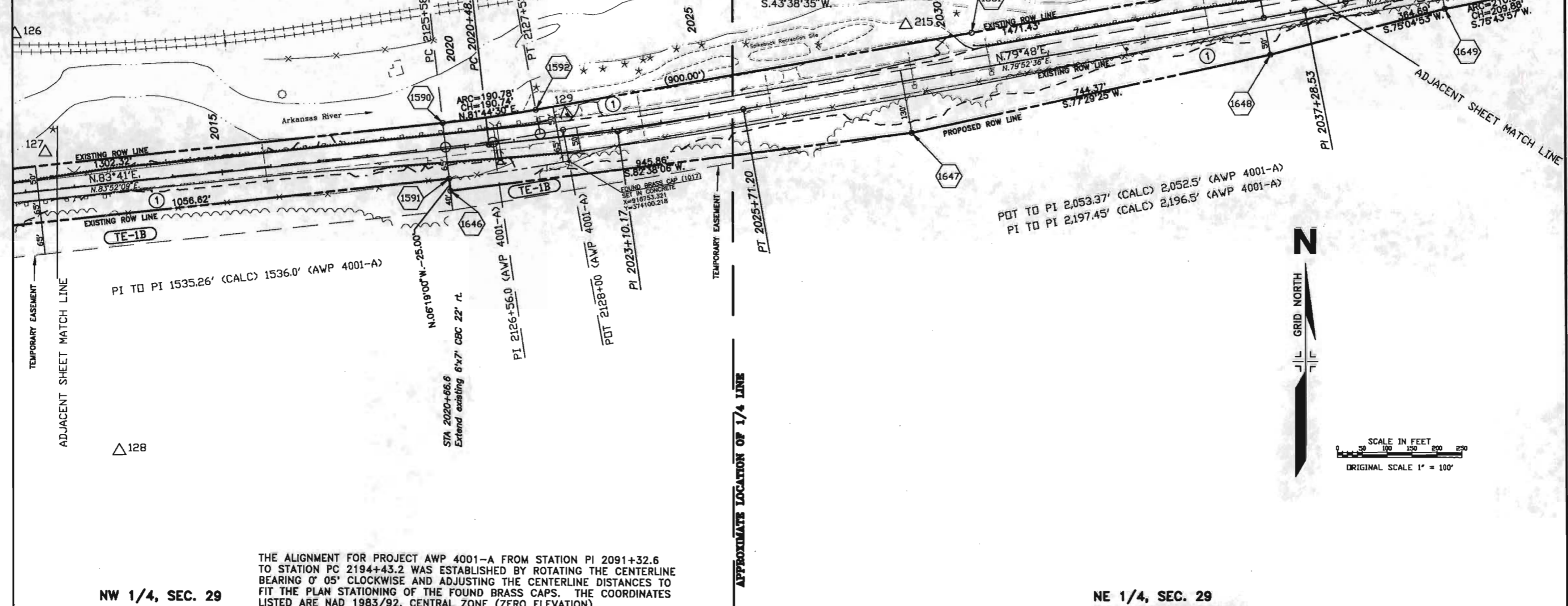
CALCULATED QUARTER CORNER (22)
 $X=917556.900$
 $Y=374286.327$

FOUND G.L.O. ALUMINUM CAP (22RM)
 REFERENCE MARKER
 $X=917564.448$
 $Y=374274.148$

ARC=474.53'
 CH=472.12'
 N.89°48'00"E

SECTION LINE
N. 89° 56' 00" E.

SECTION LINE
N. 89° 54' 22" E.



NW 1/4, SEC. 29

NE 1/4, SEC. 29

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PI 2091+32.6 TO STATION PC 2194+43.2 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 05' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

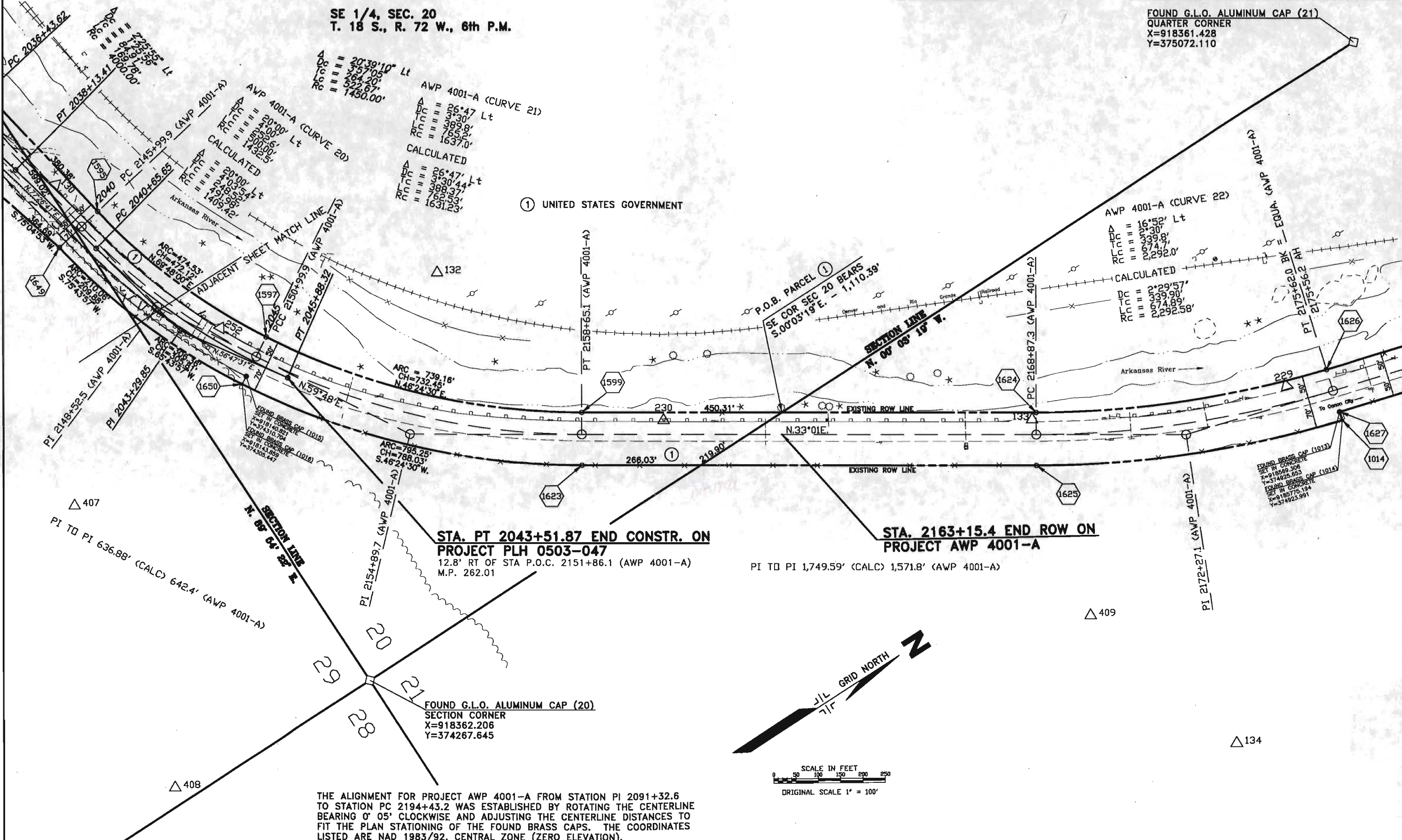
REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	10	12

SE 1/4, SEC. 20
T. 18 S., R. 72 W., 6th P.M.

FOUND G.L.O. ALUMINUM CAP (21)
QUARTER CORNER
X=918361.428
Y=375072.110



AWP 4001-A (CURVE 21)

Δ	= 20°39'10" Lt
DC	= 357'05"
TC	= 264'20"
LC	= 522'67"
RC	= 1450'00"

AWP 4001-A (CURVE 20)

Δ	= 26°47' Lt
DC	= 3°30' Lt
TC	= 389'8"
LC	= 165'2"
RC	= 1637'0"

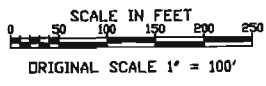
AWP 4001-A (CURVE 22)

Δ	= 16°52' Lt
DC	= 3°30'
TC	= 339'8"
LC	= 974'7"
RC	= 2292'0"

① UNITED STATES GOVERNMENT

STA. PT 2043+51.87 END CONSTR. ON PROJECT PLH 0503-047
12.8' RT OF STA P.O.C. 2151+86.1 (AWP 4001-A)
M.P. 262.01

STA. 2163+15.4 END ROW ON PROJECT AWP 4001-A
PI TO PI 1,749.59' (CALC) 1,571.8' (AWP 4001-A)



MARCH 1996 SHEET 10 PROJECT CODE: 10402

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PI 2091+32.6 TO STATION PC 2194+43.2 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 05' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE
(PARKDALE)

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	11	12

FOUND G.L.O. ALUMINUM CAP (12)
AP5 TR45, AP6 TR44
X=923040.667
Y=377903.935

FOUND G.L.O. ALUMINUM CAP (11)
SECTION CORNER
X=923183.452
Y=377493.863

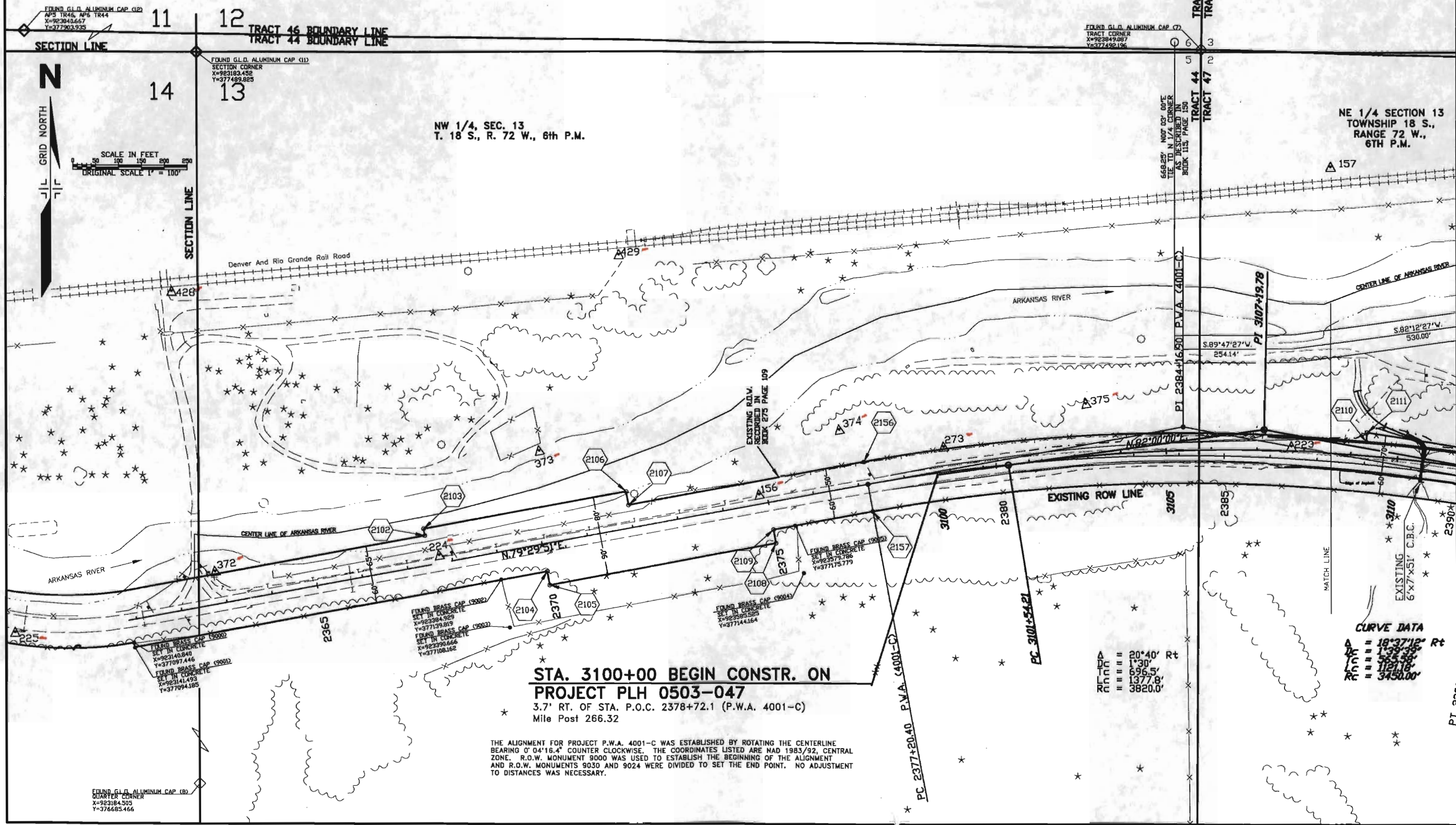
FOUND G.L.O. ALUMINUM CAP (7)
TRACT CORNER
X=923049.067
Y=377492.136

GRID NORTH
J L L
T T T

SCALE IN FEET
ORIGINAL SCALE 1" = 100'

NW 1/4, SEC. 13
T. 18 S., R. 72 W., 6th P.M.

NE 1/4 SECTION 13
TOWNSHIP 18 S.,
RANGE 72 W.,
6TH P.M.



STA. 3100+00 BEGIN CONSTR. ON
PROJECT PLH 0503-047
3.7' RT. OF STA. P.O.C. 2378+72.1 (P.W.A. 4001-C)
Mile Post 266.32

THE ALIGNMENT FOR PROJECT P.W.A. 4001-C WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING $0^{\circ} 04' 16.4"$ COUNTER CLOCKWISE. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE. R.O.W. MONUMENT 9000 WAS USED TO ESTABLISH THE BEGINNING OF THE ALIGNMENT AND R.O.W. MONUMENTS 9030 AND 9024 WERE DIVIDED TO SET THE END POINT. NO ADJUSTMENT TO DISTANCES WAS NECESSARY.

MARCH 1996 SHEET 11 PROJECT CODE: 10402

MARCH 1986 SHEET 12 PROJECT CODE: 10402

REVISIONS	

RIGHT OF WAY
COTTOPAXI TO PARKDALE
(PARKDALE)

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	12	12

NE 1/4 SECTION 13
TOWNSHIP 18 S.,
RANGE 72 W.,
6TH P.M.

TRACT 45 BOUNDARY LINE
TRACT 47 BOUNDARY LINE

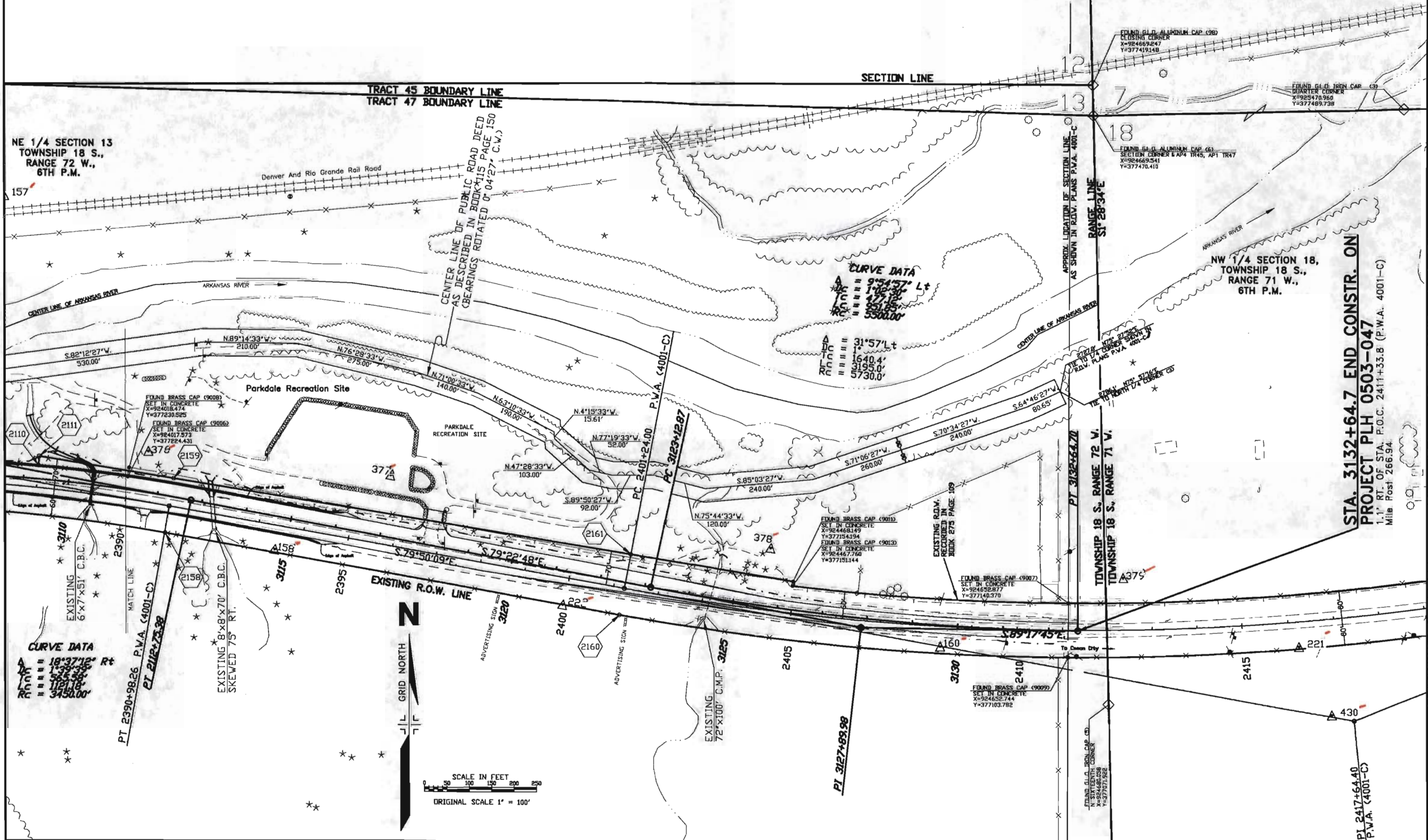
SECTION LINE

APPROX. LOCATION OF SECTION LINE
AS SHOWN IN R.O.W. PLANS P.V.A. 4001-C

RANGE LINE
RANGE 72 W.

NW 1/4 SECTION 18,
TOWNSHIP 18 S.,
RANGE 71 W.,
6TH P.M.

STA. 3132+64.7 END CONSTR. ON
PROJECT PLH 0503-047
1:1" RT. OF STA. P.O.C. 2411+33.8 (P.W.A. 4001-C)
Mile Post 266.94



CURVE DATA
A = 18°37'12" Rt
L = 172.38'
R = 3450.00'

CURVE DATA
A = 9°54'57" Lt
L = 315.57'
R = 5500.00'



SCALE IN FEET
0 50 100 150 200 250
ORIGINAL SCALE 1" = 100'

REVISIONS	

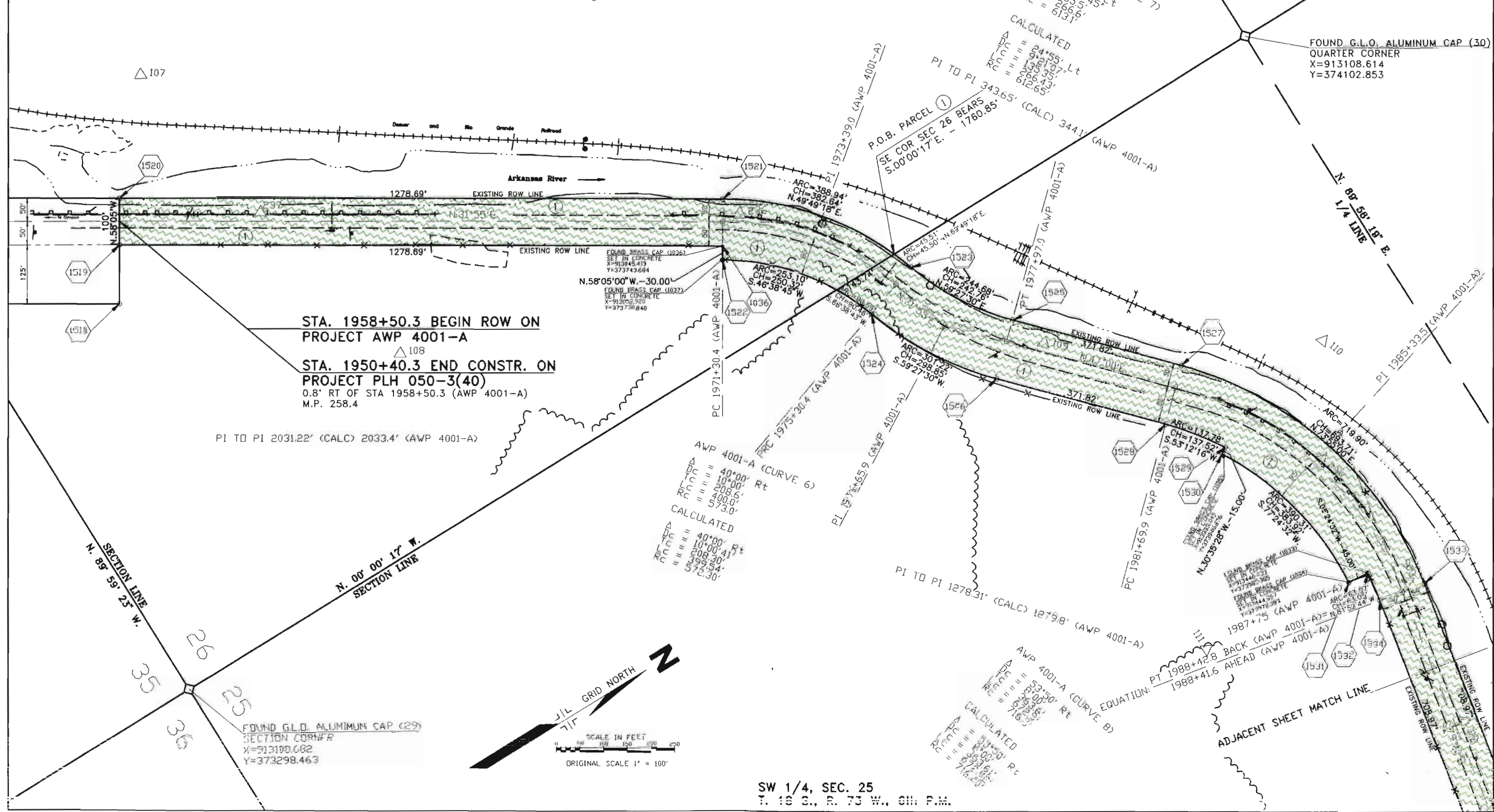
RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	4	12

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PRC 1921+99.2 TO STATION PI 2091+32.6 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 25' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

SE 1/4, SEC. 26

① UNITED STATES GOVERNMENT



STA. 1958+50.3 BEGIN ROW ON PROJECT AWP 4001-A
 STA. 1950+40.3 END CONSTR. ON PROJECT PLH 050-3(40)
 0.8' RT OF STA 1958+50.3 (AWP 4001-A)
 M.P. 258.4

PI TO PI 2031.22' (CALC) 2033.4' (AWP 4001-A)

AWP 4001-A (CURVE 6)
 Δ = 40° 00' Rt
 DC = 10° 00'
 TPC = 208.6'
 R/C = 400.0'
 R/LC = 573.0'

CALCULATED
 Δ = 40° 00' Rt
 DC = 10° 00'
 TPC = 208.30'
 R/C = 399.54'
 R/LC = 572.30'

AWP 4001-A (CURVE 7)
 Δ = 24° 55' Lt
 DC = 9° 21' 30"
 TPC = 1360.45'
 R/C = 266.6'
 R/LC = 613.1'

CALCULATED
 Δ = 24° 55' Lt
 DC = 9° 21' 30"
 TPC = 1357.7'
 R/C = 266.45'
 R/LC = 612.65'

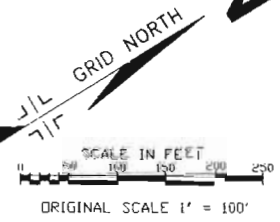
PI TO PI 343.65' (CALC) 344.1' (AWP 4001-A)
 SE COR SEC 26 BEARS S.00° 00' 17" E. - 1760.85'

FOUND G.L.O. ALUMINUM CAP (30)
 QUARTER CORNER
 X=913108.614
 Y=374102.853

SECTION LINE
 N. 89° 59' 25" W.

SECTION LINE
 N. 00° 00' 17" W.

FOUND G.L.O. ALUMINUM CAP (29)
 SECTION CORNER
 X=513100.682
 Y=373298.463



SW 1/4, SEC. 25
 T. 18 S., R. 73 W., CH. P.M.

MARCH 1996 SHEET 4 PROJECT CODE: 10402

MARCH 1996 SHEET 5 PROJECT CODE: 10402

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

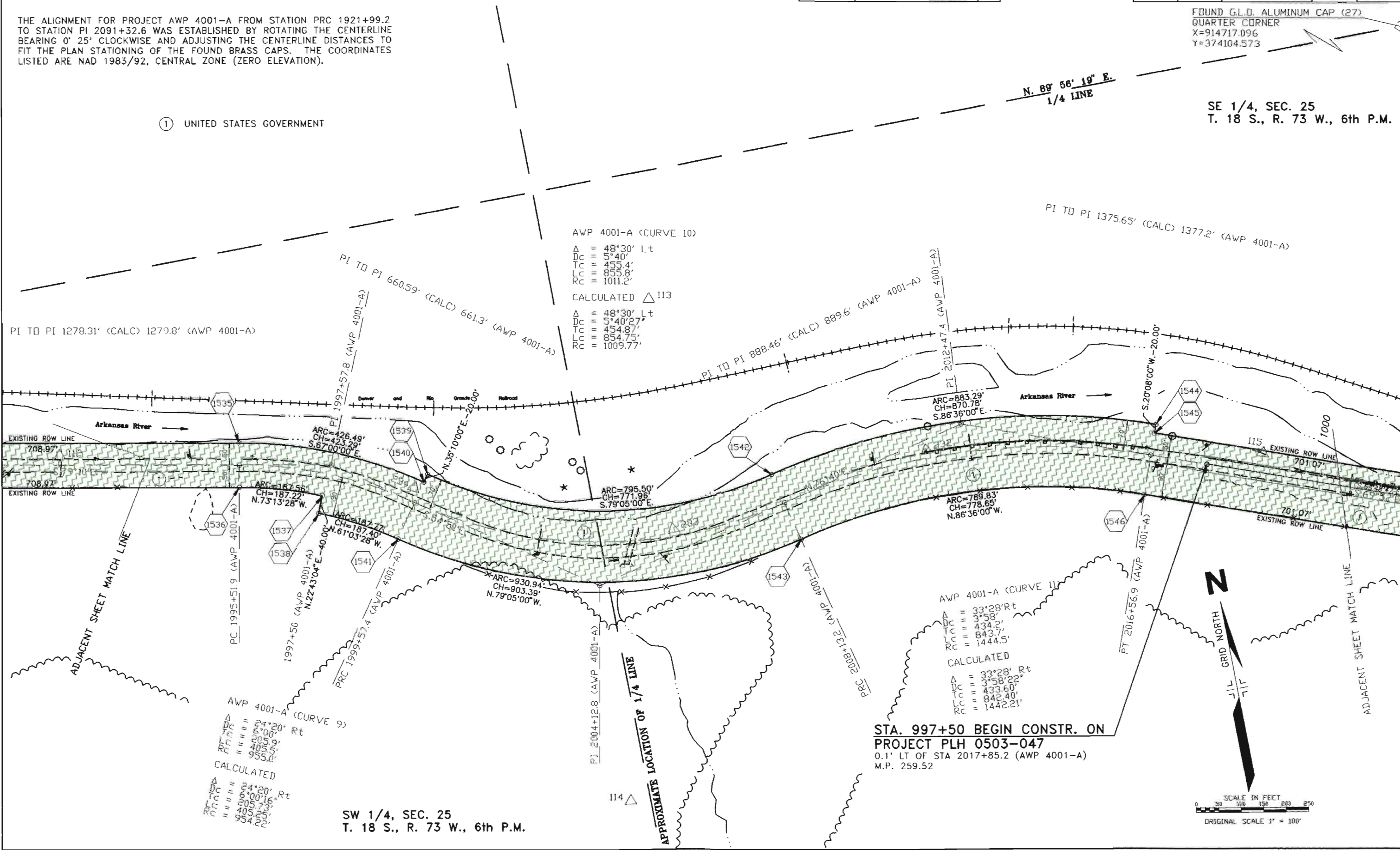
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	5	12

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PRC 1921+99.2 TO STATION PI 2091+32.6 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 25' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

FOUND G.L.O. ALUMINUM CAP (27)
QUARTER CORNER
X=914717.096
Y=374104.573

① UNITED STATES GOVERNMENT

SE 1/4, SEC. 25
T. 18 S., R. 73 W., 6th P.M.



SW 1/4, SEC. 25
T. 18 S., R. 73 W., 6th P.M.

STA. 997+50 BEGIN CONSTR. ON
PROJECT PLH 0503-047
0.1' LT OF STA 2017+85.2 (AWP 4001-A)
M.P. 259.52

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	6	12

SE 1/4, SEC. 25
T. 18 S., R. 73 W., 6th P.M.

LOT 5, SEC. 30

① UNITED STATES GOVERNMENT
TE-1

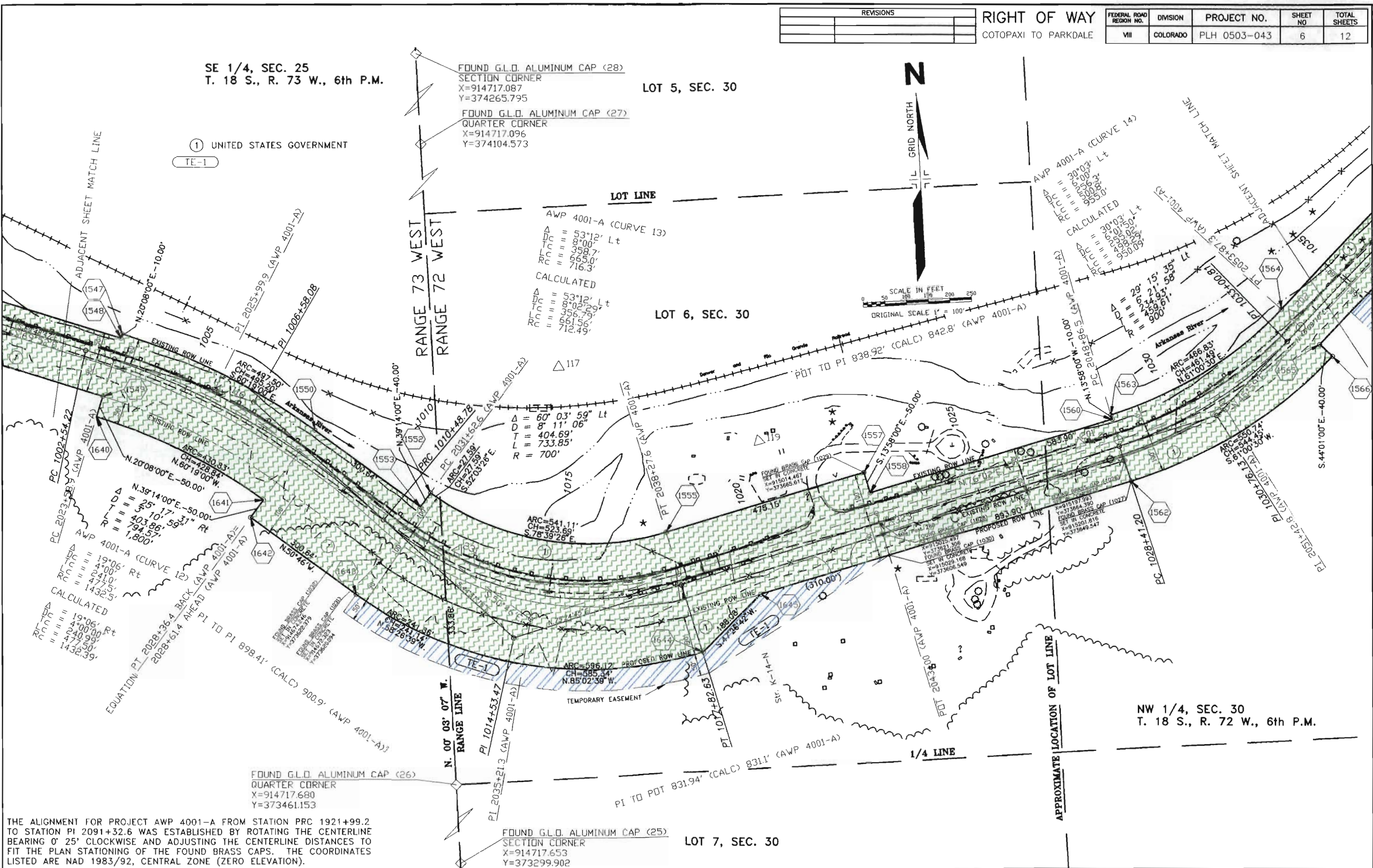
FOUND G.L.D. ALUMINUM CAP (28)
SECTION CORNER
X=914717.087
Y=374265.795

FOUND G.L.D. ALUMINUM CAP (27)
QUARTER CORNER
X=914717.096
Y=374104.573

LOT 6, SEC. 30

NW 1/4, SEC. 30
T. 18 S., R. 72 W., 6th P.M.

LOT 7, SEC. 30



AWP 4001-A (CURVE 13)

Δ = 53°12' Lt
Dc = 8°00'
Tc = 358.7'
Lc = 665.0'
Rc = 716.3'

CALCULATED

Δ = 53°12' Lt
Dc = 8°02'29"
Tc = 356.79'
Lc = 661.56'
Rc = 712.49'

Δ = 60°03'59" Lt
D = 8°11'06"
T = 404.69'
L = 733.85'
R = 700'

AWP 4001-A (CURVE 12)

Δ = 19°06' Rt
D = 4°00'00"
T = 240.99'
L = 477.50'
R = 1432.39'

CALCULATED

Δ = 19°06' Rt
D = 4°00'00"
T = 240.99'
L = 477.50'
R = 1432.39'

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PRC 1921+99.2 TO STATION PI 2091+32.6 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 25' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

FOUND G.L.D. ALUMINUM CAP (26)
QUARTER CORNER
X=914717.680
Y=373461.153

FOUND G.L.D. ALUMINUM CAP (25)
SECTION CORNER
X=914717.653
Y=373299.902

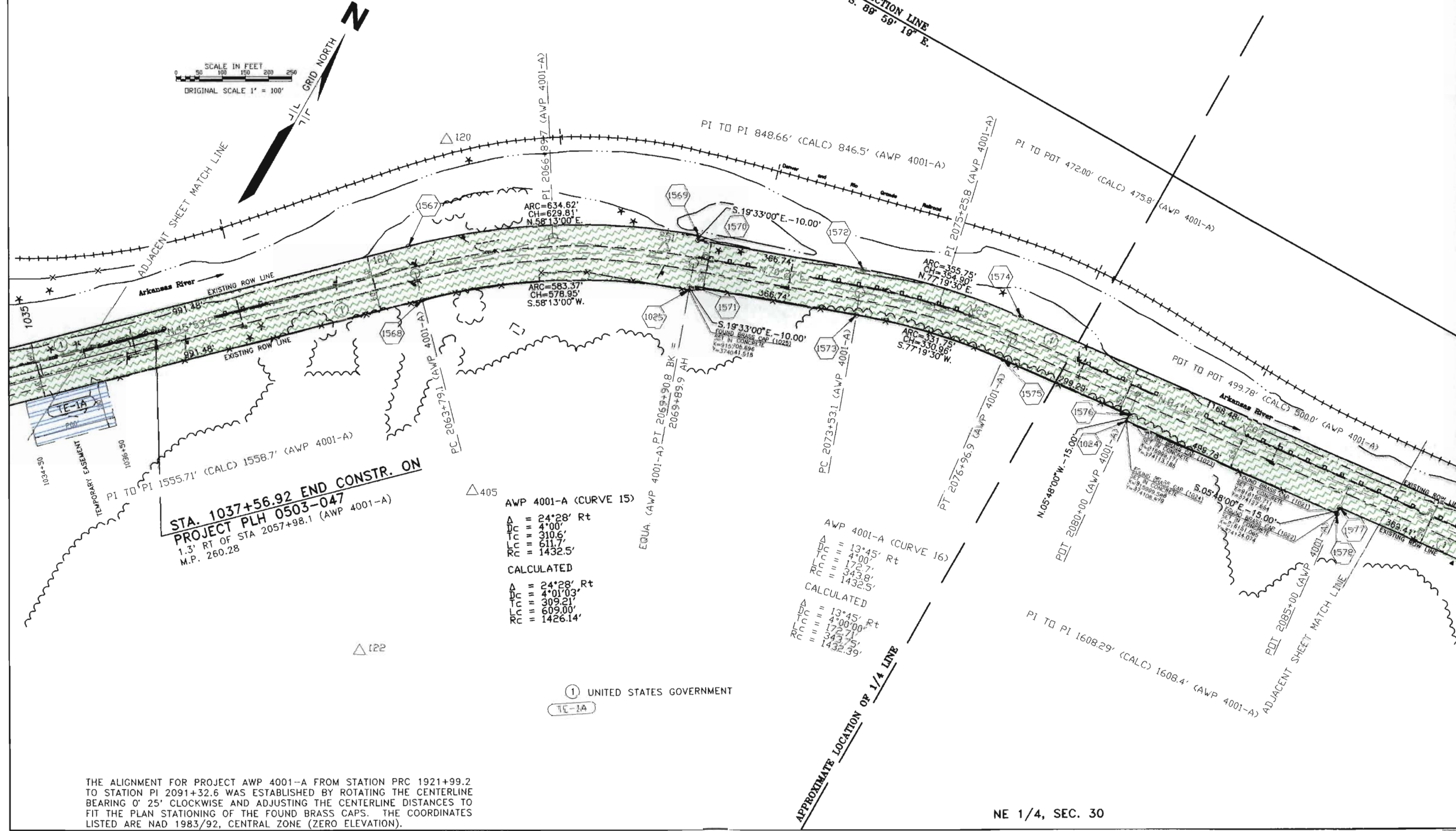
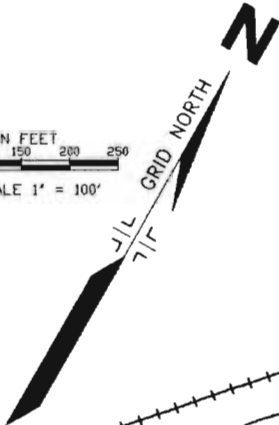
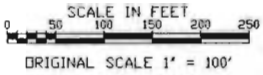
MARCH 1996 SHEET 6 PROJECT CODE: 10402

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DMSION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	7	12

NW 1/4, SEC. 30
T. 18 S., R. 72 W., 6th P.M.



STA. 1037+56.92 END CONSTR. ON
PROJECT PLH 0503-047
1.3' RT OF STA 2057+98.1 (AWP 4001-A)
M.P. 260.28

AWP 4001-A (CURVE 15)
 $\Delta = 24^{\circ}28' \text{ Rt}$
 $DC = 4^{\circ}00'$
 $Lc = 310.6'$
 $Rc = 611.7'$
 $Rc = 1432.5'$
CALCULATED
 $\Delta = 24^{\circ}28' \text{ Rt}$
 $DC = 4^{\circ}01'03''$
 $Lc = 309.21'$
 $Rc = 609.00'$
 $Rc = 1426.14'$

AWP 4001-A (CURVE 16)
 $\Delta = 13^{\circ}45' \text{ Rt}$
 $DC = 4^{\circ}00'$
 $Lc = 172.7'$
 $Rc = 343.8'$
 $Rc = 1432.5'$
CALCULATED
 $\Delta = 13^{\circ}45' \text{ Rt}$
 $DC = 4^{\circ}00'00''$
 $Lc = 172.71'$
 $Rc = 343.75'$
 $Rc = 1432.39'$

① UNITED STATES GOVERNMENT
TE-1A

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PRC 1921+99.2 TO STATION PI 2091+32.6 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 25' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

NE 1/4, SEC. 30

MARCH 1996 SHEET 7 PROJECT CODE: 10402

REVISIONS	

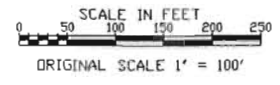
RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	8	12

SE 1/4, SEC. 19
T. 18 S., R. 72 W., 6th P.M.

SW 1/4, SEC. 20

N



① UNITED STATES GOVERNMENT

TE-IC

AWP 4001-A (CURVE 18)

$\Delta = 10^{\circ}50' Lt$
 $Dc = 4^{\circ}00'$
 $Tc = 135.8'$
 $Lc = 270.8'$
 $Rc = 1432.5'$

CALCULATED

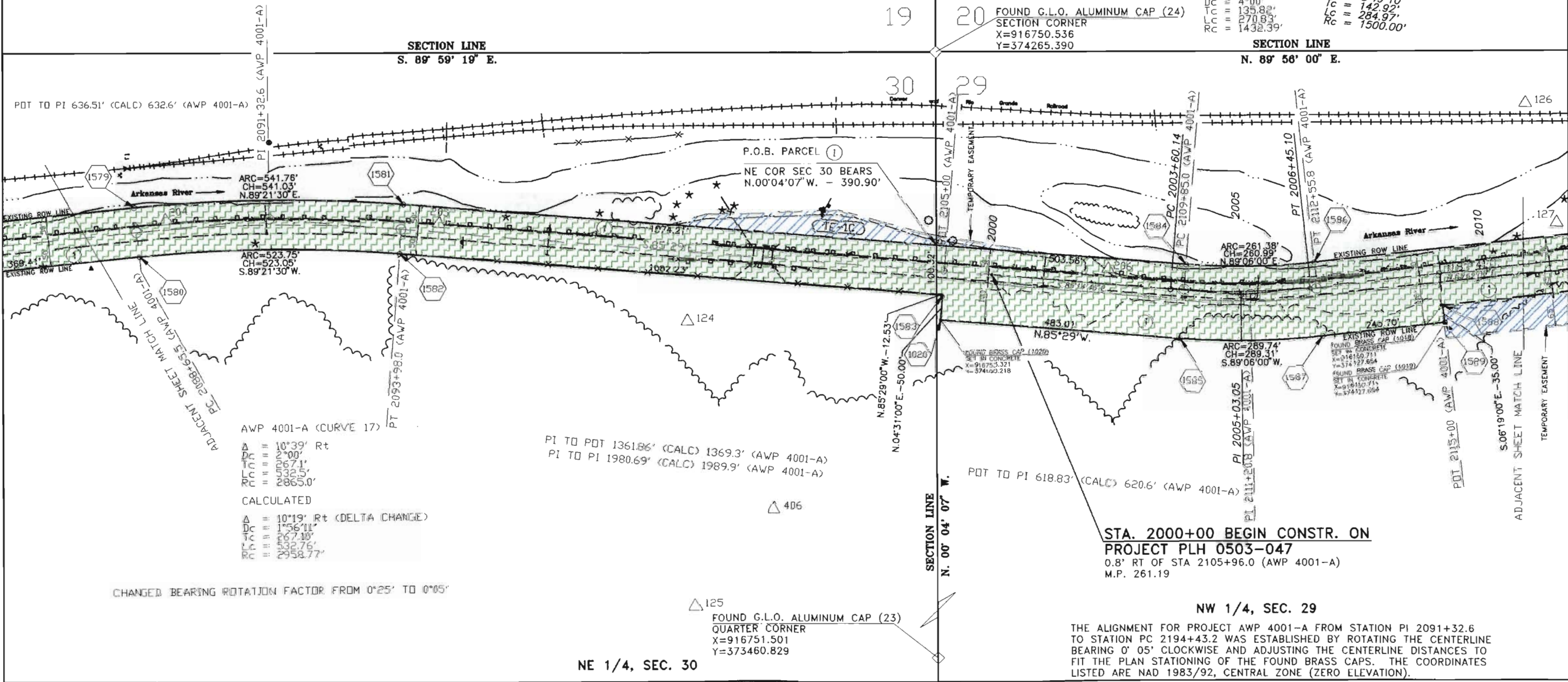
$\Delta = 10^{\circ}50' Lt$
 $Dc = 4^{\circ}00'$
 $Tc = 135.82'$
 $Lc = 270.83'$
 $Rc = 1432.39'$

$\Delta = 10^{\circ}53'06'' Lt$
 $Dc = 3^{\circ}49'10''$
 $Tc = 142.92'$
 $Lc = 284.97'$
 $Rc = 1500.00'$

FOUND G.L.O. ALUMINUM CAP (24)
SECTION CORNER
X=916750.536
Y=374265.390

SECTION LINE
N. 89° 56' 00" E.

SECTION LINE
S. 89° 59' 19" E.



AWP 4001-A (CURVE 17)
 $\Delta = 10^{\circ}39' Rt$
 $Dc = 2^{\circ}00'$
 $Tc = 106.71'$
 $Lc = 532.5'$
 $Rc = 2865.0'$

CALCULATED
 $\Delta = 10^{\circ}19' Rt$ (DELTA CHANGE)
 $Dc = 1^{\circ}56'11''$
 $Tc = 267.10'$
 $Lc = 532.75'$
 $Rc = 2958.77'$

CHANGED BEARING ROTATION FACTOR FROM 0°25' TO 0°05'

PI TO PDT 1361.86' (CALC) 1369.3' (AWP 4001-A)
 PI TO PI 1980.69' (CALC) 1989.9' (AWP 4001-A)

STA. 2000+00 BEGIN CONSTR. ON
PROJECT PLH 0503-047
 0.8' RT OF STA 2105+96.0 (AWP 4001-A)
 M.P. 261.19

NW 1/4, SEC. 29

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PI 2091+32.6 TO STATION PC 2194+43.2 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 05' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

NE 1/4, SEC. 30

①25
FOUND G.L.O. ALUMINUM CAP (23)
QUARTER CORNER
X=916751.501
Y=373460.829

MARCH 1996 SHEET 8 PROJECT CODE: 10402

MARCH 1996 SHEET 9 PROJECT CODE: 10402

REVISIONS	

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	PLH 0503-043	9	12

SW 1/4, SEC. 20
T. 18 S., R. 72 W., 6th P.M.

SE 1/4, SEC. 20

① UNITED STATES GOVERNMENT
TE-1B

AWP 4001-A (CURVE 19)
 $\Delta = 3^{\circ}53'$ Lt
 $Dc = 3^{\circ}00'$
 $Tc = 67.1'$
 $Lc = 194.2'$
 $Rc = 2865.0'$

CALCULATED
 $\Delta = 3^{\circ}53'$ Lt
 $Dc = 2^{\circ}00'$
 $Tc = 97.12'$
 $Lc = 194.17'$
 $Rc = 2864.79'$

$\Delta = 3^{\circ}59'33''$ Lt
 $Dc = 0^{\circ}45'52''$
 $Tc = 261.25'$
 $Lc = 522.27'$
 $Rc = 7495.00'$

CALCULATED QUARTER CORNER (22)
 $X = 917556.900$
 $Y = 3742666.327$

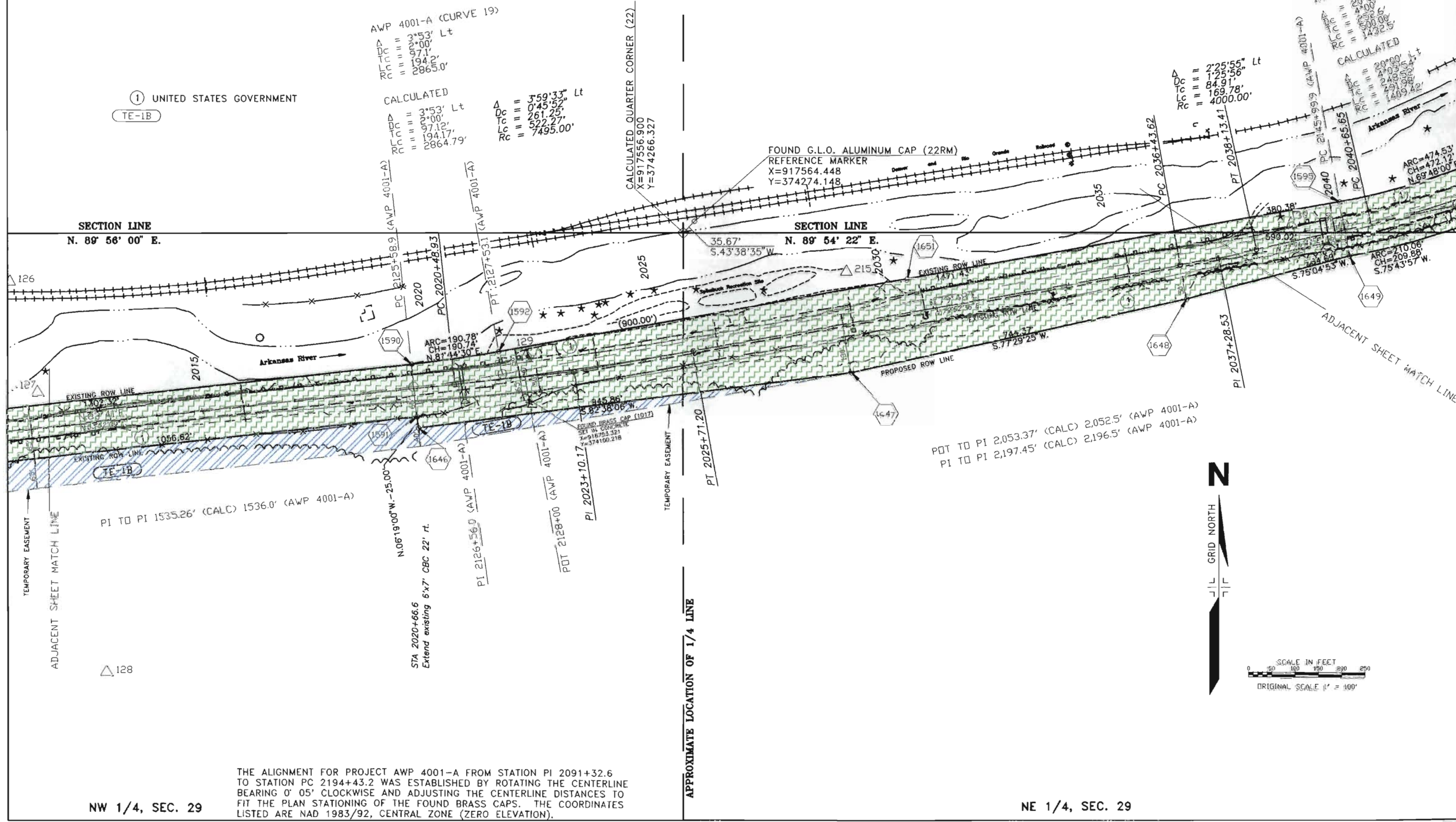
FOUND G.L.O. ALUMINUM CAP (22RM)
 REFERENCE MARKER
 $X = 917564.448$
 $Y = 374274.148$

$\Delta = 2^{\circ}25'55''$ Lt
 $Dc = 1^{\circ}25'56''$
 $Tc = 84.91'$
 $Lc = 169.78'$
 $Rc = 4000.00'$

CALCULATED
 $\Delta = 2^{\circ}00'$ Lt
 $Dc = 4^{\circ}00'$
 $Tc = 236.6'$
 $Lc = 500.00'$
 $Rc = 1432.5'$

ARC=474.53'
 CH=472.12'
 N.69°48'00" E

ARC=210.06'
 CH=209.88'
 S.75°43'57" W.



SECTION LINE
N. 89° 56' 00" E.

SECTION LINE
N. 89° 54' 22" E.

PI TO PI 1535.26' (CALC) 1536.0' (AWP 4001-A)

POT TO PI 2,053.37' (CALC) 2,052.5' (AWP 4001-A)
PI TO PI 2,197.45' (CALC) 2,196.5' (AWP 4001-A)

NW 1/4, SEC. 29

NE 1/4, SEC. 29

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PC 2091+32.6 TO STATION PC 2194+43.2 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 05' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).



SCALE IN FEET
0 50 100 150 200 250
ORIGINAL SCALE 1" = 100'

REVISIONS	

RIGHT OF WAY
COTOPAXI TO PARKDALE

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO	TOTAL SHEETS
VII	COLORADO	PLH 0503-043	10	12

SE 1/4, SEC. 20
T. 18 S., R. 72 W., 6th P.M.

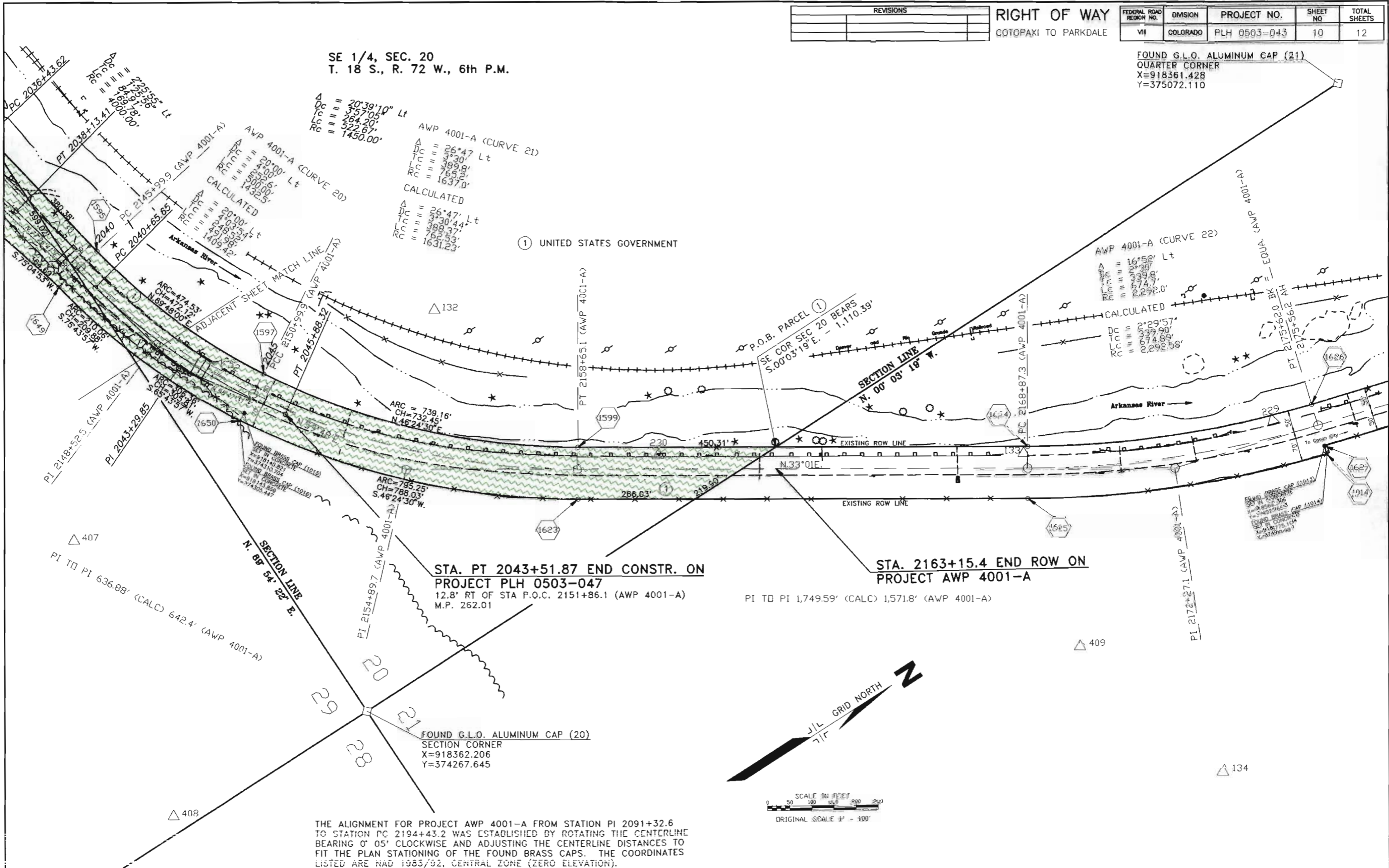
FOUND G.L.O. ALUMINUM CAP (21)
QUARTER CORNER
X=918361.428
Y=375072.110

AWP 4001-A (CURVE 21)
 $\Delta = 20^{\circ}39'10''$ Lt
 $Dc = 3^{\circ}57'05''$
 $Tc = 264.20'$
 $Lc = 522.67'$
 $Rc = 1450.00'$

AWP 4001-A (CURVE 20)
 $\Delta = 20^{\circ}00'$ Lt
 $Dc = 4^{\circ}00'$
 $Tc = 400.00'$
 $Lc = 800.00'$
 $Rc = 1432.5'$

AWP 4001-A (CURVE 22)
 $\Delta = 16^{\circ}50'$ Lt
 $Dc = 3^{\circ}30'$
 $Tc = 339.89'$
 $Lc = 674.77'$
 $Rc = 2292.0'$

① UNITED STATES GOVERNMENT



STA. PT 2043+51.87 END CONSTR. ON
PROJECT PLH 0503-047
12.8' RT OF STA P.O.C. 2151+86.1 (AWP 4001-A)
M.P. 262.01

STA. 2163+15.4 END ROW ON
PROJECT AWP 4001-A
PI TO PI 1,749.59' (CALC) 1,571.8' (AWP 4001-A)

THE ALIGNMENT FOR PROJECT AWP 4001-A FROM STATION PI 2091+32.6 TO STATION PC 2194+43.2 WAS ESTABLISHED BY ROTATING THE CENTERLINE BEARING 0° 05' CLOCKWISE AND ADJUSTING THE CENTERLINE DISTANCES TO FIT THE PLAN STATIONING OF THE FOUND BRASS CAPS. THE COORDINATES LISTED ARE NAD 1983/92, CENTRAL ZONE (ZERO ELEVATION).

PROJECT 1996 SHEET 10 PROJECT CODE: 10402