

| FED. ROAD DIST. NO. | STATE | U.S.W.P.H. PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|----------------------|-----------|--------------|
| 3                   | COLO. | W.P.S.S. 366-C       | 1         |              |

Revised length as const. 1-29-37 H.O.W.

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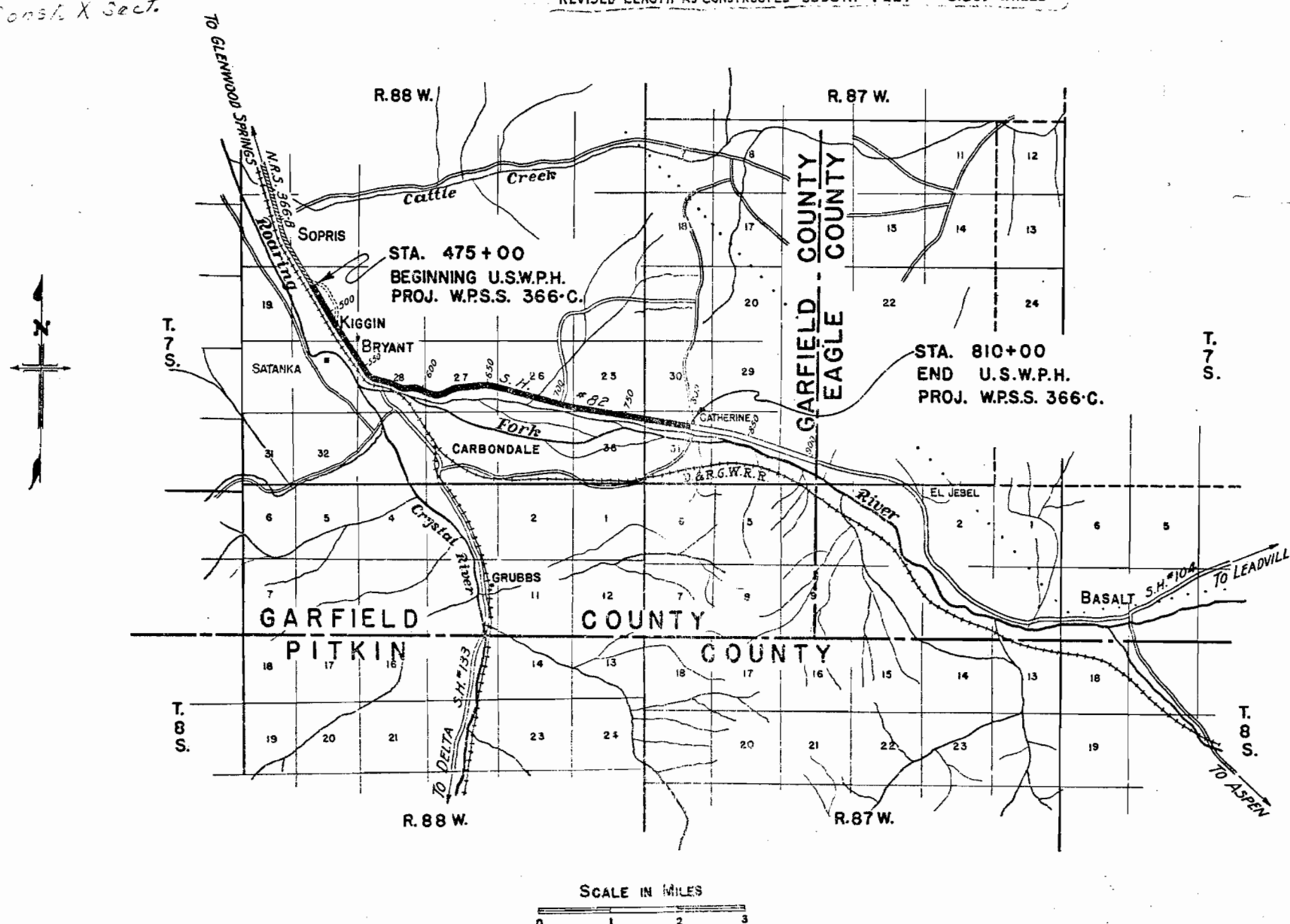
# COLORADO STATE HIGHWAY DEPARTMENT

## PLAN AND PROFILE OF PROPOSED U.S. WORKS PROGRAM HIGHWAY PROJECT NO. W.P.S.S.-366-C STATE HIGHWAY NO. 82 GARFIELD COUNTY

SCALES ON 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 } 33,593.2 FEET = 6.362 MILES  
NET LENGTH OF PROJECT }  
REVISED LENGTH AS CONSTRUCTED 33,587.1 FEET = 6.361 MILES

## CONVENTIONAL SIGNS

CENTER LINE OF SURVEY  
RIGHT OF WAY LINES  
TOWNSHIP & RANGE LINES  
COUNTY LINES  
SECTION LINES  
ONE QUARTER SECTION LINES  
RAILROAD TRACKS  
BARBED WIRE FENCE  
POLE LINES



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 Glenwood Springs, Colo.  
A.K. Langridge Resident Engineer Rifle, Colo.

RECOMMENDED FOR APPROVAL 12/26/35

*J. H. Maloney*  
ASSISTANT ENGINEER

*Chas. J. 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

R.O.W. MARKERS

TABULATION OF STRUCTURES

|                     |       |                    |           |
|---------------------|-------|--------------------|-----------|
| FED. ROAD DIST. NO. | STATE | W.P.S.S. PROJ. NO. | SHEET NO. |
| 3                   | COLO. | 366-C              | 3         |

| STATION | SIDE | NO. |
|---------|------|-----|
| 490+94  | R    | 1   |
| 491+58  | L    | 1   |
| 523+02  | R    | 1   |
| 523+60  | L    | 1   |
| 557+22  | R    | 1   |
| 558+60  | L    | 1   |
| 603+86  | L    | 1   |
| 604+04  | R    | 1   |
| 629+94  | R    | 1   |
| 629+96  | L    | 1   |
| 656+88  | L    | 1   |
| 657+12  | R    | 1   |
| 684+10  | L    | 1   |
| 684+35  | R    | 1   |
| 711+24  | L    | 1   |
| 711+32  | R    | 1   |
| 738+88  | L    | 1   |
| 739+02  | R    | 1   |
| 766+14  | L    | 1   |
| 766+28  | R    | 1   |
| 793+34  | L    | 1   |
| 793+50  | R    | 1   |
| TOTAL   |      | 22  |

| STATION         | DESCRIPTION                                  | REMOVE  | EXCAVATION |      | STRUCTURAL EXCAV. |  | CONCRETE | REINF. | CEMENT   | CORRUGATED METAL CULVERT PIPE |     |     |     |     |     | CORR. METAL | RELAYING | TRASH          | MISCELLANEOUS |
|-----------------|----------------------------------------------|---------|------------|------|-------------------|--|----------|--------|----------|-------------------------------|-----|-----|-----|-----|-----|-------------|----------|----------------|---------------|
|                 |                                              | STRUCT. | CU. YDS.   |      | CU. YDS.          |  | CU. YDS. | STEEL  | RUBBLE   | LIN. FT.                      |     |     |     |     |     | SIPHON PIPE | PIPE     | GUARDS FOR     |               |
|                 |                                              | No.     | EXCAV.     | EMB. |                   |  | CL. "A"  | LBS.   | CU. YDS. | 15"                           | 18" | 24" | 30" | 36" | 18" | LIN. FT.    | LIN. FT. | 18" SIPHON No. |               |
| 475+50          | C.M.P. Cross Culvert & Inlet                 |         | 25         |      |                   |  |          | 2.05   |          |                               | 42  |     |     |     |     |             |          |                |               |
| 481+00          | C.M.P. Cross Culvert & Inlet & Outlet        |         | 10         |      |                   |  |          | 2.05   |          |                               | 44  |     |     |     |     |             |          |                |               |
| 487+50          | " " " " & Outlet (45° skew)                  |         | 20         |      |                   |  |          | 2.80   |          |                               |     | 60  |     |     |     |             |          |                |               |
| 493+00          | " " " " " "                                  |         | 20         |      |                   |  |          | 2.05   |          |                               | 42  |     |     |     |     |             |          |                |               |
| 487+50 ~ 494+50 | Ditch Change, Lt.                            |         | 550        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 497+00          | C.M.P. Cross Culvert & Inlet                 |         | 5          |      |                   |  |          | 2.05   |          |                               | 40  |     |     |     |     |             |          |                |               |
| 498+50          | C.M.P. Side Drain Lt.                        |         |            |      |                   |  |          |        |          | 24                            |     |     |     |     |     |             |          |                |               |
|                 | Road Approaches Rt. & Lt.                    |         |            | 50   |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 503+30          | C.M.P. Cross Culvert & Inlet & Outlet (skew) |         | 20         |      |                   |  |          | 2.05   |          |                               | 56  |     |     |     |     |             |          |                |               |
| 507+60          | " " " " (skew)                               |         | 10         |      |                   |  |          | 2.05   |          |                               | 46  |     |     |     |     |             |          |                |               |
| 505+80 ~ 508+30 | Ditch Change, Rt. & Lt.                      |         | 50         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 507+78          | Remove Bridge                                | 1       |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 511+00          | C.M.P. Cross Culvert & Inlet & Outlet        |         | 20         |      |                   |  |          | 2.05   |          |                               | 36  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 75         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 517+50          | C.M.P. Cross Culvert & Inlet                 |         | 5          |      |                   |  |          | 2.05   |          |                               | 38  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 75         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 523+75          | C.M.P. Cross Culvert & Inlet                 |         | 5          |      |                   |  |          | 2.05   |          |                               | 42  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 75         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 522+00 ~ 523+75 | Ditch Change, Rt.                            |         | 125        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 524+22          | Road Approach, Rt.                           |         |            | 60   |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 524+25          | C.M.P. Side Drain Rt.                        |         |            |      |                   |  |          |        |          |                               |     |     | 30  |     |     |             |          |                |               |
|                 | Remove Bridge, Rt.                           | 1       |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 530+50          | C.M.P. Cross Culvert & Inlet                 |         | 5          |      |                   |  |          | 2.05   |          |                               | 42  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 75         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 534+00 ~ 535+00 | Ditch Change, Rt.                            |         | 75         | 150  |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 535+00          | C.M.P. Cross Culvert                         |         |            |      |                   |  |          | 2.05   |          |                               | 46  |     |     |     |     |             |          |                |               |
| 539+00          | " " " "                                      |         |            |      |                   |  |          | 2.05   |          |                               | 50  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 100        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 538+00 ~ 540+50 | Ditch Change, Rt.                            |         | 150        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 545+00          | C.M.P. Cross Culvert                         |         |            |      |                   |  |          | 2.05   |          |                               | 50  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 125        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 546+30 ~ 546+80 | Ditch Change, Rt.                            |         | 50         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 549+00          | C.M.P. Cross Culvert                         |         |            |      |                   |  |          | 2.05   |          |                               | 58  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 75         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 549+50 ~ 550+50 | Ditch Change, Rt.                            |         | 20         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 552+50          | C.M.P. Cross Culvert                         |         |            |      |                   |  |          | 2.05   |          |                               | 66  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 100        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 554+00          | Road Approach, Rt.                           |         |            | 400  |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 555+50          | C.M.P. Cross Culvert & Inlet                 |         | 10         |      |                   |  |          | 2.05   |          |                               | 44  |     |     |     |     |             |          |                |               |
| 559+50          | " " " & Inlet & Outlet                       |         | 25         |      |                   |  |          | 2.05   |          |                               | 44  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 100        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 565+50          | C.M.P. Cross Culvert                         |         |            |      |                   |  |          | 2.05   |          |                               | 60  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 100        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 569+50          | C.M.P. Cross Culvert & Inlet                 |         | 10         |      |                   |  |          | 2.05   |          |                               | 42  |     |     |     |     |             |          |                |               |
| 572+50          | " " " " "                                    |         | 10         |      |                   |  |          | 2.05   |          |                               | 38  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 75         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 578+00          | C.M.P. Cross Culvert & Inlet                 |         | 5          |      |                   |  |          | 2.05   |          |                               | 42  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditch, Lt.                      |         | 75         |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 581+00          | Remove Culvert                               | 1       |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 581+50          | C.M.P. Cross Culvert & Inlet & Outlet        |         | 10         |      |                   |  |          | 2.05   |          |                               | 42  |     |     |     |     |             |          |                |               |
|                 | Intercepting Ditches, Lt.                    |         | 175        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 585+65 ~ 587+80 | Remove Chute & Sheds, Rt.                    | 1       |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 588+50          | C.M.P. Cross Culvert & Inlet & Outlet        |         | 100        |      |                   |  |          | 2.05   |          |                               | 42  |     |     |     |     |             |          |                |               |
| 589+25          | C.M.P. Side Drain, Lt.                       |         |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 589+30          | Road Approaches, Rt. & Lt.                   |         |            | 25   |                   |  |          |        |          | 20                            |     |     |     |     |     |             |          |                |               |
| 594+55          | Remove Culvert                               | 1       |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 595+25          | 5x7x42' Concrete Box Culvert                 |         |            |      | 120               |  | 759      | 6578   |          |                               |     |     |     |     |     |             |          |                |               |
|                 | Remove Cattle Pass                           | 1       |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 596+50 ~ 597+50 | Road Approaches, Rt. & Lt.                   |         |            | 200  |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 597+00          | C.M.P. Side Drain, Lt.                       |         |            |      |                   |  |          |        |          | 40                            |     |     |     |     |     |             |          |                |               |
| 599+50 ~ 622+50 | Intercepting Ditches, Lt.                    |         | 810        |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 603+00          | C.M.P. Cross Culvert & Inlet                 |         | 10         |      |                   |  |          | 2.05   |          |                               | 50  |     |     |     |     |             |          |                |               |
| 610+00          | " " " " "                                    |         | 10         |      |                   |  |          | 2.05   |          |                               | 48  |     |     |     |     |             |          |                |               |
| 613+00          | " " " " "                                    |         | 15         |      |                   |  |          | 3.70   |          |                               |     |     | 60  |     |     |             |          |                |               |
| 616+50          | " " " " "                                    |         | 10         |      |                   |  |          | 2.05   |          |                               | 48  |     |     |     |     |             |          |                |               |
| 616+88          | Remove Culvert                               | 1       |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 621+25          | Road Approach, Rt.                           |         |            | 10   |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 622+50          | " " Lt.                                      |         |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 622+80          | " " Rt.                                      |         |            | 15   |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |
| 623+00          | Remove Culvert                               | 1       |            |      |                   |  |          |        |          |                               |     |     |     |     |     |             |          |                |               |

# TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

## GENERAL NOTES

This Project is to be constructed in accordance with the Standard Specifications of the Colorado State Highway Department, adopted July 1, 1935.

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

All roadway excavation required to construct the Project is to be staked as indicated on the plans. Quantities involved beyond the limits of ditch as shown on the Typical Section, either noted on Profile as "Borrow" or on Tabulation 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 locations indicated on the plans. Slope stakes, beyond the limits of the Typical Section as shown are subject to change by the Engineer to conform with embankment requirements actually encountered in construction.

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

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

All corrugated metal pipe cross culverts are to be provided with one headwall on the inlet end unless otherwise noted on the plans.

Except as noted on plans, overhaul will be paid for as measured along center line of project.

At all places on the project where the new work lies along the present travelled road, the Contractor shall at his own expense, prosecute construction in such a manner that traffic may readily pass over the road. So, the Contractor shall maintain in safe condition and at his own expense, all temporary approaches.

Clearing and grubbing shall be of variable widths and be held to the minimum required for the construction of the road and channel changes to accommodate visibility. Ordinarily the clearing shall not extend more than 8 feet beyond the toes of fills or the tops of cut banks.

## FENCING REQUIREMENTS

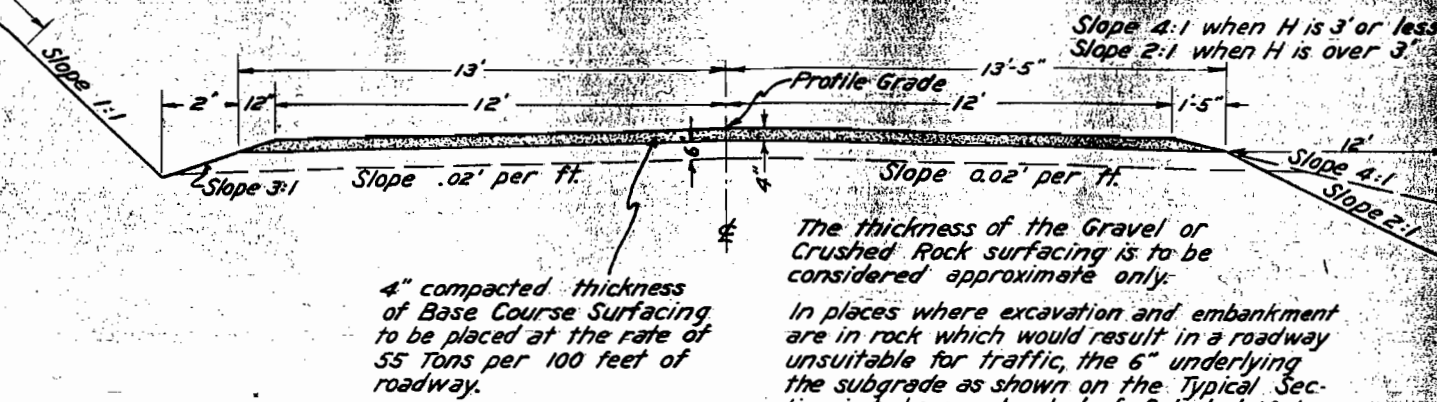
| STATION        | SIDE | REMOVE FENCE | REMOVE & REBUILD FENCE | REMOVE & REBUILD GATES | BUILD B. W. FENCE | GATES IN B.W. FENCE | DRIVEWAY GATES | WALK GATES | STATION         | SIDE | REMOVE FENCE | REMOVE & REBUILD FENCE | REMOVE & REBUILD GATES | BUILD B. W. FENCE | GATES IN B.W. FENCE | DRIVEWAY GATES | WALK GATES |
|----------------|------|--------------|------------------------|------------------------|-------------------|---------------------|----------------|------------|-----------------|------|--------------|------------------------|------------------------|-------------------|---------------------|----------------|------------|
|                |      | LIN. FT.     | LIN. FT.               | NO.                    | LIN. FT.          | NO.                 | NO.            | NO.        |                 |      | LIN. FT.     | LIN. FT.               | NO.                    | LIN. FT.          | NO.                 | NO.            | NO.        |
| 475+80         | X    | 100          |                        |                        |                   |                     |                |            | 588+00 ~ 596+70 | R    |              |                        |                        | 855               |                     |                |            |
| 48+60 ~ 503+15 | R&L  | 260          |                        |                        |                   |                     |                |            | 597+00 ~ 603+70 | L    |              |                        |                        | 670               |                     |                |            |
| 524+00         | X    | 80           |                        |                        |                   |                     |                |            | 598+00 ~ 603+00 | R    |              |                        |                        | 500               |                     |                |            |
| 59+00 ~ 586+80 | L    | 790          |                        |                        |                   |                     |                |            | 623+50 ~ 645+00 | L    |              |                        |                        | 2150              |                     |                |            |
| 61+40 ~ 583+50 | R    | 230          |                        |                        |                   |                     |                |            | 634+06 ~ 645+30 | R    |              |                        |                        | 1120              |                     |                |            |
| 65+70 ~ 596+70 | R    | 1120         |                        |                        |                   |                     |                |            | 647+00 ~ 649+70 | R    |              |                        |                        | 270               |                     |                |            |
| 68+00 ~ 603+00 | R    | 510          |                        |                        |                   |                     |                |            | 658+10 ~ 672+60 | R    |              |                        |                        | 1450              |                     |                |            |
| 73+50 ~ 607+00 | L    | 350          |                        |                        |                   |                     |                |            | 705+50 ~ 736+50 | R    |              |                        |                        | 3100              |                     |                |            |
| 73+50 ~ 645+00 | L    | 2150         |                        |                        |                   |                     |                |            | 741+60 ~ 792+60 | R    |              |                        |                        | 5100              |                     |                |            |
| 74+06 ~ 645+30 | R    | 1130         |                        |                        |                   |                     |                |            | 741+90 ~ 793+10 | L    |              |                        |                        | 5120              |                     |                |            |
| 77+00 ~ 649+70 | R    | 270          |                        |                        |                   |                     |                |            | 793+70 ~ 810+00 | L    |              |                        |                        | 1600              |                     |                |            |
| 78+10 ~ 672+60 | R    | 1530         |                        |                        |                   |                     |                |            | 793+70 ~ 804+85 | R    |              |                        |                        | 1115              |                     |                |            |
| 85+50 ~ 736+50 | R    | 3100         |                        |                        |                   |                     |                |            | 807+20 ~ 810+00 | R    |              |                        |                        | 280               |                     |                |            |
| 81+60 ~ 793+10 | R&L  | 10200        |                        |                        |                   |                     |                |            |                 |      |              |                        |                        |                   |                     |                |            |
| 93+70 ~ 810+00 | R&L  | 2745         |                        |                        |                   |                     |                |            | 498+50          | R&L  |              |                        |                        |                   | 2                   |                |            |
|                |      |              |                        |                        |                   |                     |                |            | 507+80          | R&L  |              |                        |                        |                   | 2                   |                |            |
| 623+25         | R&L  |              |                        | 2                      |                   |                     |                |            | 525+75          | L    |              |                        |                        |                   | 1                   |                |            |
| 741+30         | L    |              |                        | 1                      |                   |                     |                |            | 589+50          | R    |              |                        |                        |                   | 1                   |                |            |
| 749+30         | R    |              |                        | 1                      |                   |                     |                |            | 806+80          | L    |              |                        |                        |                   | 1                   |                |            |
| 756+80         | R&L  |              |                        | 2                      |                   |                     |                |            |                 |      |              |                        |                        |                   |                     |                |            |
| 779+10         | R&L  |              |                        | 2                      |                   |                     |                |            | 668+20          | R    |              |                        |                        |                   |                     | 1              |            |
| 784+30         | L    |              |                        | 1                      |                   |                     |                |            | 793+40          | L    |              |                        |                        |                   |                     | 1              |            |
| 790+20         | R    |              |                        | 1                      |                   |                     |                |            | 807+00          | R    |              |                        |                        |                   |                     | 1              |            |
|                |      |              |                        |                        |                   |                     |                |            | 664+60          | R    |              |                        |                        |                   |                     |                | 1          |
| 75+00 ~ 527+50 | L    |              |                        |                        | 5220              |                     |                |            |                 |      |              |                        |                        |                   |                     |                |            |
| 75+00 ~ 525+50 | R    |              |                        |                        | 5020              |                     |                |            |                 |      |              |                        |                        |                   |                     |                |            |
| 79+00 ~ 588+00 | L    |              |                        |                        | 900               |                     |                |            |                 |      |              |                        |                        |                   |                     |                |            |
| 81+40 ~ 583+50 | R    |              |                        |                        | 230               |                     |                |            |                 |      |              |                        |                        |                   |                     |                |            |
| TOTALS         |      |              |                        |                        |                   |                     |                |            |                 |      | 24,565       | 1,340                  | 10                     | 34,700            | 7                   | 3              | 1          |

## TYPICAL SECTION

### CUT SLOPE TREATMENT IN EARTH CUTS

The intersection of cut slopes with the existing ground line shall be rounded in earth cuts, beginning 5 feet back of the slope stake and extending 5 feet down the cut slope.

Where the cut slope length is less than 5 feet, reduce both of the above lengths of slope treatment to the actual slope distance. Excavation quantities involved in rounded slope shall not be included in Unclassified Excavation.



1/2 CUT SECTION

1/2 FILL SECTION

## SUMMARY OF APPROXIMATE QUANTITIES

| No.                              | ITEM                                          | UNIT      | ROADWAY |  |  |  |
|----------------------------------|-----------------------------------------------|-----------|---------|--|--|--|
| 10a                              | Clearing & Grubbing Entire Project            | Lump Sum  | •       |  |  |  |
| 11a                              | Removal of 33 Structures                      | " "       | •       |  |  |  |
| 11c                              | Removing & Rebuilding Flume, Sta. 669+        | " "       | •       |  |  |  |
| 11d                              | " " " Stile, Sta. 806+                        | " "       | •       |  |  |  |
| 11e                              | " " " Resetting Mail Boxes                    | " "       | •       |  |  |  |
| 12a                              | " " " Fence                                   | Lin. Ft.  | 24,600  |  |  |  |
| 12b                              | Removing & Rebuilding Fence                   | " "       | 1,340   |  |  |  |
| 12c                              | " " " Gates                                   | Each      | 10      |  |  |  |
| 13c                              | Unclassified Excavation                       | Cu. Yd.   | 85,000  |  |  |  |
| 13d                              | Cut Slope Treatment                           | Mile      | 3       |  |  |  |
| 14a                              | Dry Rock Excavation (Str.)                    | Cu. Yd.   | 370     |  |  |  |
| 14b                              | Dry Common " "                                | " "       | 1,110   |  |  |  |
| 14c                              | Wet Rock " "                                  | " "       | 40      |  |  |  |
| 14d                              | Wet Common " "                                | " "       | 130     |  |  |  |
| 18a                              | Station Yard Overhaul                         | Sta. Yard | 100,000 |  |  |  |
| 18b                              | Yard Mile Overhaul                            | Yard Mile | 200     |  |  |  |
| 26a                              | Gravel or Crushed Rock Surfacing              | Ton       | 18,480  |  |  |  |
| 46a                              | Class. "A" Concrete                           | Cu. Yd.   | 87      |  |  |  |
| 47                               | Reinforcing Steel                             | Lb.       | 7,350   |  |  |  |
| 49                               | Cement Rubble Masonry                         | Cu. Yd.   | 132     |  |  |  |
| 53a                              | 15" Corrugated Metal Culvert Pipe             | Lin. Ft.  | 140     |  |  |  |
| 53b                              | " " " " " "                                   | " "       | 894     |  |  |  |
| 53c                              | 24" " " " " "                                 | " "       | 1,926   |  |  |  |
| 53d                              | 30" " " " " "                                 | " "       | 60      |  |  |  |
| 53e                              | 36" " " " " "                                 | " "       | 206     |  |  |  |
| 55b                              | 18" " " " Siphon "                            | " "       | 222     |  |  |  |
| 59                               | Relaying Pipe                                 | " "       | 224     |  |  |  |
| 74                               | Wire Cable Guard Fence                        | " "       | 5,120   |  |  |  |
| 76b                              | Barbed Wire Fence with Untreated Wooden Posts | " "       | 34,700  |  |  |  |
| 76g                              | " " " Gates                                   | Each      | 7       |  |  |  |
| 76h                              | Driveway Gates                                | " "       | 3       |  |  |  |
| 76i                              | Walk Gate                                     | " "       | 1       |  |  |  |
| 81a                              | Project Marker                                | " "       | 1       |  |  |  |
| 81b                              | Right of Way Markers                          | " "       | 22      |  |  |  |
| 85b                              | Trash Guards for 18" Siphon                   | " "       | 6       |  |  |  |
| WORK TO BE DONE BY FORCE ACCOUNT |                                               |           |         |  |  |  |
| 92                               | Obliterating old Road                         | Lump Sum  | •       |  |  |  |
|                                  | Removing Loading Platform, Sta. 590+          | Lump Sum  | •       |  |  |  |
|                                  | " " Gas Pump, Sta. 793+                       |           |         |  |  |  |

# TABULATION OF STRUCTURES (CONTINUED FROM SHEET NO 3)

| STATION         | DESCRIPTION                                      | REMOVE  | EXCAVATION | STRUCTURAL EXCAV. | CONCRETE | REINF. | CEMENT         | CORRUGATED METAL CULVERT PIPE |     |     |     |     | CORR. METAL | RELAYING | TRASH      | MISCELLANEOUS               |
|-----------------|--------------------------------------------------|---------|------------|-------------------|----------|--------|----------------|-------------------------------|-----|-----|-----|-----|-------------|----------|------------|-----------------------------|
|                 |                                                  | STRUCT. | CU. YDS.   | CU. YDS.          | CU. YDS. | STEEL  | RUBBLE MASONRY | LIN. FT.                      |     |     |     |     | SIPHON PIPE | PIPE     | GUARDS FOR |                             |
|                 |                                                  | NO.     | EXCAV.     | EMB.              |          | LBS.   | CU. YDS.       | 15"                           | 18" | 24" | 30" | 36" | 18"         | LIN. FT. | NO.        |                             |
| 623+00          | C.M.P. Cross Culvert & Inlet                     |         | 5          |                   |          |        | 1.40           |                               | 40  |     |     |     |             |          |            |                             |
| 624+36          | " " "                                            |         |            |                   |          |        | 2.05           |                               |     | 58  |     |     |             |          |            |                             |
| 625+25          | C.M.P. Side Drain & Road Approach, Lt.           |         | 10         |                   |          |        |                | 20                            |     |     |     |     |             |          |            |                             |
|                 | Road Approach, Rt.                               |         | 20         |                   |          |        |                |                               | 6   |     |     |     |             |          |            |                             |
| 628+12          | Extend 18" C.M.P. 6' Rt. & 6' Lt.                |         |            |                   |          |        | 1.40           |                               |     |     |     |     |             |          |            |                             |
| 632+14          | Remove Siphon                                    | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
|                 | 18" 67' C.M.P. Siphon (H=8' Inlet) H=5' (Outlet) |         |            |                   |          | 3.5    | 255            |                               |     |     |     |     | 74.4        |          | 2          |                             |
| 634+28          | C.M.P. Cross Culvert & Inlet                     | 1       | 10         |                   |          |        | 1.40           |                               | 44  |     |     |     |             |          |            |                             |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 637+10          | C.M.P. Cross Culvert & Inlet                     |         | 10         |                   |          |        | 1.40           |                               | 38  |     |     |     |             |          |            |                             |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 638+82          | Relay 18" 30' C.M.P. Culvert & Extend 20'        |         |            |                   |          |        | 1.40           |                               | 20  |     |     |     |             | 30       |            |                             |
| 639+41          | C.M.P. Cross Culvert & Inlet                     |         | 5          |                   |          |        | 1.40           |                               | 42  |     |     |     |             |          |            |                             |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 641+58          | C.M.P. Cross Culvert & Inlet                     |         | 3          |                   |          |        | 1.40           |                               | 42  |     |     |     |             |          |            |                             |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 642+94          | C.M.P. Cross Culvert & Inlet                     |         | 5          |                   |          |        | 1.40           |                               | 40  |     |     |     |             |          |            |                             |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 644+12          | Relay 18" 34' C.M.P. & Extend 16' & Build Inlet  |         | 5          |                   |          |        | 1.40           |                               | 16  |     |     |     |             | 34       |            |                             |
| 645+00          | Road Approach, Lt.                               |         |            | 20                |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 645+25 ~ 647+50 | Ditch Change, Lt.                                |         | 50         |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 645+40          | Road Approach, Rt.                               |         |            | 20                |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 647+27          | C.M.P. Cross Culvert & Inlet                     |         | 10         |                   |          |        | 2.05           |                               |     | 44  |     |     |             |          |            |                             |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 650+00 ~ 655+00 | Ditch Change, Lt.                                |         | 100        |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 655+75          | Relay 36" 28' C.M.P. Culvert & Extend 28'        |         |            |                   |          |        | 3.70           |                               |     |     |     | 28  |             | 28       |            |                             |
| 656+50          | Road Approach, Lt.                               |         | 10         |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 657+00 ~ 659+00 | Ditch Change, Lt.                                |         | 40         |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 658+35          | C.M.P. Cross Culvert & Inlet                     |         | 10         |                   |          |        | 1.40           |                               | 40  |     |     |     |             |          |            |                             |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 660+00          | C.M.P. Cross Culvert                             |         |            |                   |          |        | 2.05           |                               |     | 50  |     |     |             |          |            |                             |
| 662+70          | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 661+60 ~ 671+10 | Ditch Change, Rt. & Lt.                          |         | 170        | 100               |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 665+50          | Relay 18" 20' C.M.P. & Extend 26' & Build Inlet  |         | 5          |                   |          |        | 1.40           |                               | 26  |     |     |     |             | 20       |            |                             |
| 666+25          | C.M.P. Cross Culvert & Inlet                     |         | 5          |                   |          |        | 2.05           |                               |     | 42  |     |     |             |          |            |                             |
| 668+20          | C.M.P. Side Drain & Road Approach Rt.            |         |            | 40                |          |        |                |                               |     | 20  |     |     |             |          |            |                             |
| 669+09          | Relay 18" 20' C.M.P. & Extend 22' & Build Inlet  |         | 5          |                   |          |        | 1.40           |                               | 22  |     |     |     |             | 20       |            |                             |
| 669+10          | Remove & Rebuild Wooden Flume                    |         |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 673+75          | C.M.P. Cross Culvert & Inlet & Outlet            |         | 50         |                   |          |        | 3.70           |                               |     | 44  |     |     |             |          |            | Remove & Rebuild Wood Flume |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 683+10          | C.M.P. Cross Culvert & Inlet & Remove Culvert    | 1       | 10         |                   |          |        | 2.05           |                               |     | 42  |     |     |             |          |            |                             |
| 683+75          | Road Approach, Rt.                               |         |            | 40                |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 686+10          | Remove Concrete Foundation                       | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 686+75          | Road Approach, Rt.                               |         |            | 60                |          |        |                |                               |     |     |     |     |             |          |            |                             |
|                 | " " Lt.                                          |         | 210        |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 687+15          | Relay 18" 38' C.M.P. & Extend 14' & Build Inlet  |         | 10         |                   |          |        | 1.40           |                               | 14  |     |     |     |             | 38       | 2          |                             |
| 688+88          | 18" 67' C.M.P. Siphon (H=4.5) & Ditch            |         | 5          |                   |          | 3.5    | 255            |                               |     |     |     |     | 72.9        |          |            |                             |
|                 | Remove Siphon                                    | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 689+70          | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 690+00 BACK     | C.M.P. Cross Culvert & Channel Change            |         | 20         |                   |          |        | 3.70           |                               |     | 44  |     |     |             |          |            |                             |
| 690+33 AHEAD    | 18" 67' C.M.P. Siphon (H=6.0) & Ditch            |         | 10         |                   |          | 3.5    | 255            |                               |     |     |     |     | 73.8        |          | 2          |                             |
|                 | Remove Siphon                                    | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 692+00          | Road Approach, Rt.                               |         |            | 20                |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 692+68          | C.M.P. Cross Culvert & Inlet                     |         | 3          |                   |          |        | 2.05           |                               |     | 50  |     |     |             |          |            |                             |
|                 | Remove Culvert                                   | 1       |            |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 695+00          | Road Approach, Rt.                               |         |            | 30                |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 693+00 ~ 712+00 | Intercepting Ditches, Lt                         |         | 670        |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 700+50          | C.M.P. Cross Culvert & Inlet                     |         | 25         |                   |          |        | 2.05           |                               |     | 66  |     |     |             |          |            |                             |
| 699+00 ~ 704+00 | Ditch Change, Rt.                                |         | 150        |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 706+00          | C.M.P. Cross Culvert & Inlet                     |         | 15         |                   |          |        | 2.05           |                               |     | 66  |     |     |             |          |            |                             |
| 705+50 ~ 709+00 | Ditch Change, Rt.                                |         | 100        |                   |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 712+00          | C.M.P. Cross Culvert & Inlet                     |         | 40         |                   |          |        | 2.05           |                               |     | 40  |     |     |             |          |            |                             |
| 718+00          | " " " " "                                        |         | 10         |                   |          |        | 2.05           |                               |     | 60  |     |     |             |          |            |                             |
| 722+50          | " " " " "                                        |         | 20         |                   |          |        | 2.05           |                               |     | 38  |     |     |             |          |            |                             |
| 727+50          | " " " " "                                        |         | 30         |                   |          |        | 2.05           |                               |     | 56  |     |     |             |          |            |                             |
| 730+00          | " " " " "                                        |         |            |                   |          |        | 2.05           |                               |     | 52  |     |     |             |          |            |                             |
| 741+30          | Road Approaches Rt. & Lt.                        |         |            | 30                |          |        |                |                               |     |     |     |     |             |          |            |                             |
| 748+50          | C.M.P. Cross Culvert & Inlet & Outlet            |         | 40         |                   |          |        | 2.05           |                               |     | 44  |     |     |             |          |            |                             |
| 749+30          | C.M.P. Side Drain & Road Approach, Rt.           |         |            | 10                |          |        |                | 20                            |     |     |     |     |             |          |            |                             |
| 756+75          | Relay 18" 30' C.M.P. & Extend 14' & Build Inlet  |         | 3          |                   |          |        | 1.40           |                               | 14  |     |     |     |             | 30       |            |                             |

(CONTINUED ON SHEET NO 5)

TABULATION OF STRUCTURES (CONTINUED FROM SHEET № 4)

| STATION         | DESCRIPTION                                                  | REMOVE  | EXCAVATION | STRUCTURAL EXCAV. | CONCRETE | REINF. | CEMENT         | CORRUGATED METAL CULVERT PIPE |       |     |     |      |     | CORR. METAL | RELAYING | TRASH          | MISCELLANEOUS                        |
|-----------------|--------------------------------------------------------------|---------|------------|-------------------|----------|--------|----------------|-------------------------------|-------|-----|-----|------|-----|-------------|----------|----------------|--------------------------------------|
|                 |                                                              | STRUCT. | CU. YDS.   | CU. YDS.          | CU. YDS. | STEEL  | RUBBLE MASONRY | LIN. FT.                      |       |     |     |      |     | SIPHON PIPE | PIPE     | GUARDS FOR     |                                      |
|                 |                                                              | NO.     | EXCAV.     | EMB.              | CL. "A"  | LBS.   | CULYDS.        | 15"                           | 18"   | 24" | 30" | 36"  | 18" | LIN. FT.    | LIN. FT. | 18" SIPHON NO. |                                      |
| 756+80          | C.M.P. Side Drain & Road Approach, Rt.                       |         |            | 10                |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| " " " " " Lt.   |                                                              |         |            | 10                |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 754+50 ~ 769+80 | Ditch Change, Rt.                                            |         | 160        |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 765+30          | C.M.P. Cross Culvert<br>Remove Culvert                       | /       |            |                   |          |        | 1.40           |                               |       |     |     |      |     |             |          |                |                                      |
| 769+82          | Relay 18" 24" C.M.P. & Extend 26'                            |         |            |                   |          |        | 1.40           |                               |       |     |     |      |     |             |          |                |                                      |
| 770+32          | C.M.P. Cross Culvert<br>Remove Culvert                       | /       |            |                   |          |        | 1.40           |                               |       |     |     |      |     |             | 24       |                |                                      |
| 768+80 ~ 780+00 | Ditch Change, Lt.                                            |         | 110        |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 770+30 ~ 780+00 | " " Rt.                                                      |         | 100        |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 778+92          | C.M.P. Cross Culvert & Inlet<br>Remove Culvert               | /       | 5          |                   |          |        | 1.40           |                               |       |     |     |      |     |             |          |                |                                      |
| 779+10          | C.M.P. Side Drains & Road Approaches, Rt.&Lt.                |         |            | 40                |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 783+40          | C.M.P. Cross Culvert<br>Remove Culvert                       | /       |            |                   |          |        | 1.40           |                               |       |     |     |      |     |             |          |                |                                      |
| 784+30          | C.M.P. Side Drain & Road Approach Lt.<br>Remove Culvert      | /       |            | 10                |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 780+00 ~ 804+30 | Ditch Change, Lt.                                            |         | 240        |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 780+00 ~ 790+00 | " " Rt.                                                      |         | 100        |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 786+60          | C.M.P. Cross Culvert & Ditch                                 |         | 10         |                   |          |        | 1.40           |                               |       |     |     |      |     |             |          |                |                                      |
| 790+20          | Remove Culvert<br>Road Approach, Rt.                         | /       |            | 20                |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 790+87          | C.M.P. Cross Culvert<br>Remove Culvert                       | /       |            |                   |          |        | 1.40           |                               |       |     |     |      |     |             |          |                |                                      |
| 792+30          | Road Approach, Rt.                                           |         |            | 30                |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 793+40          | C.M.P. Side Drain & Road Approach, Lt.<br>Road Approach, Rt. |         | 5          |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 804+35          | C.M.P. Cross Culvert & Inlet<br>Remove Culvert               | /       | 5          |                   |          |        | 1.40           |                               |       |     |     |      |     |             |          |                |                                      |
| 806+65          | Remove & Rebuild Stile, Rt.                                  |         |            |                   |          |        |                |                               |       |     |     |      |     |             |          |                | Remove & Rebuild Stile               |
| 806+80          | Road Approach, Lt.                                           |         |            | 20                |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 807+00          | " " Rt.                                                      |         |            | 20                |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 807+47          | C.M.P. Cross Culvert<br>Remove Culvert                       | /       |            |                   |          |        | 1.40           |                               |       |     |     |      |     |             |          |                |                                      |
| 807+50 ~ 809+50 | Ditch Change, Lt.                                            |         | 20         |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 810+00          | Project Marker                                               |         |            |                   |          |        |                |                               |       |     |     |      |     |             |          |                | 1- Project Marker                    |
| 593+76 ~ 622+00 | Wire Cable Guard Fence Rt. 2824 Lin. Ft.                     |         |            |                   |          |        |                |                               |       |     |     |      |     |             |          |                | 5120 Lin. Ft. Wire Cable Guard Fence |
| 594+50 ~ 595+54 | " " " " Lt. 104 " "                                          |         |            |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 648+56 ~ 656+00 | " " " " Rt. 744 " "                                          |         |            |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| 702+00 ~ 716+48 | " " " " Rt. 1448 " "                                         |         |            |                   |          |        |                |                               |       |     |     |      |     |             |          |                |                                      |
| TOTALS          |                                                              | 33      | 5534       | 1440              | 1639     |        | 86.4           | 7343                          | 131.8 | 140 | 894 | 1926 | 60  | 206         | 221.1    | 224            | 6                                    |

\* Structural excavation is estimated to be 75 % Common and 25 % Rock, each of which is estimated to be 90 % Dry and 10 % Wet.

\* Included in profile quantities for payment.

T.7S.-R.88W.-6th. P.M.  
Section 20

N.W. 1/4 Sec. 20

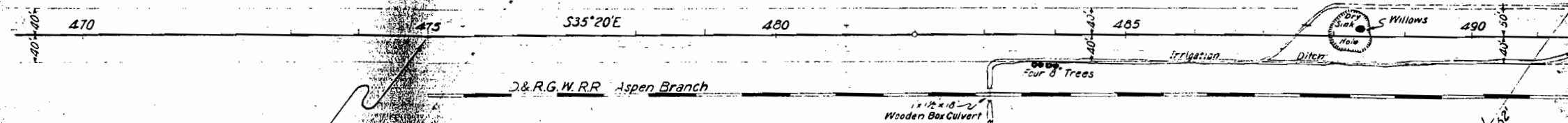
| FED. ROAD DIST. NO. | STATE | W.P.S.S. PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-----------|--------------|
| 3                   | COLO. | 366-C              | 13        |              |

Wire Cable Guard Fence tabulated on sheet No. 5  
Right-of-Way Markers " " " " 3  
Fencing Requirements " " " " 2

Sta. 481+00  
Reqd. 24"x44' C.M.P. cross  
culvert & 10 cu. yds. uncl.  
excav. for inlet & outlet.

P.O.T. 482+00

Sta. 487+50 to 494+50  
Reqd. 550 cu. yds. uncl. excavation  
for ditch change on L.T.  
Excavated material to be used in  
roadway embankment.



STA. 475+00  
END OF N.R.S. PROJECT 366-B (1935)  
BEGINNING OF W.P.S.S. PROJECT 366-C

Sta. 475+50  
Reqd. 24"x42' C.M.P. cross  
culvert & 25 cu. yds. uncl.  
excavation for inlet.

Sta. 487+50  
Reqd. 30"x60' C.M.P. cross  
culvert (45° skew) & 20  
cu. yds. uncl. excav. for  
inlet & outlet.

Section Line  
Sta. 491+21.1  
From the Exc. 1/4 Sec. 20, Cont. N.W. 1/4 Sec. 20

Clearing & Grubbing  
Sta. 475+00 to 482+50 Very Light Scattered Sage Brush  
Sta. 482+50 to 486+00 Medium Sage Brush  
Sta. 486+00 to 489+00 Heavy Sage Brush  
Sta. 489+00 to 491+50 Medium Sage Brush

6120

6110

6100

6090

6080

6070

6060

6050

FL. 85.7

FL. 83.2

FL. 80.0

Borrow Excavation is to be obtained  
as indicated on profile.

Excavation  
Embankment - Net  
Embankment + 15%  
Borrow  
Sta. Yd. O'Haul  
Yd. Ml. O'Haul  
Borrow Source

From Widened cuts on R.W.

Ditch change Sta. 487+50  
to Sta. 494+50

Widened cuts Sta. 485 to  
Sta. 489

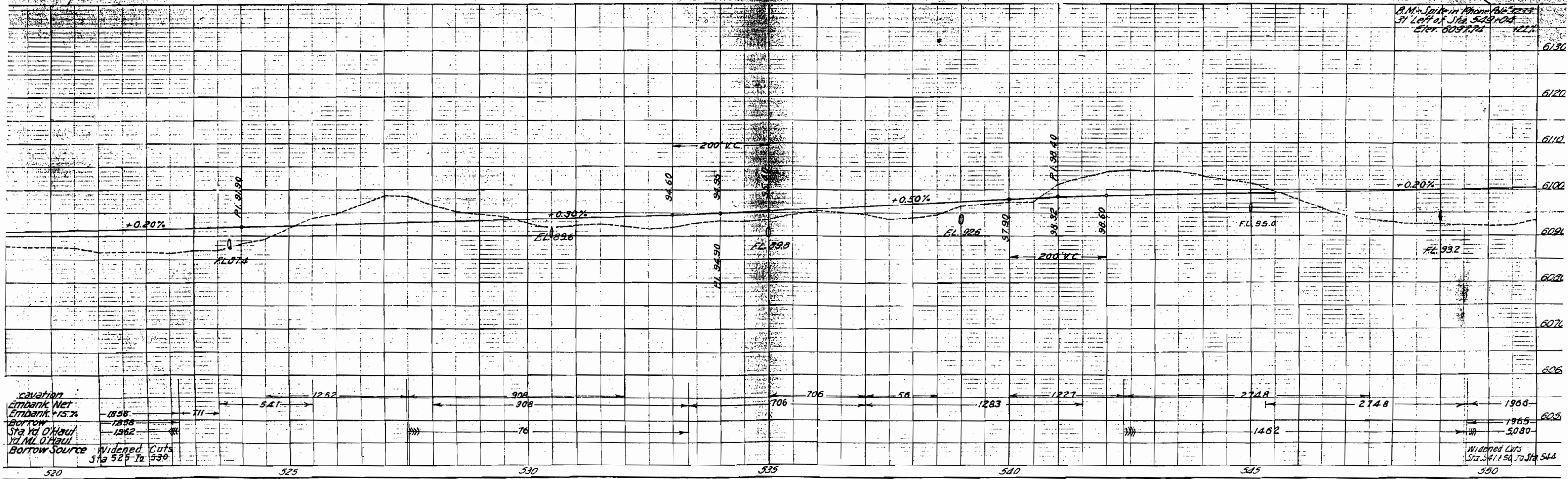
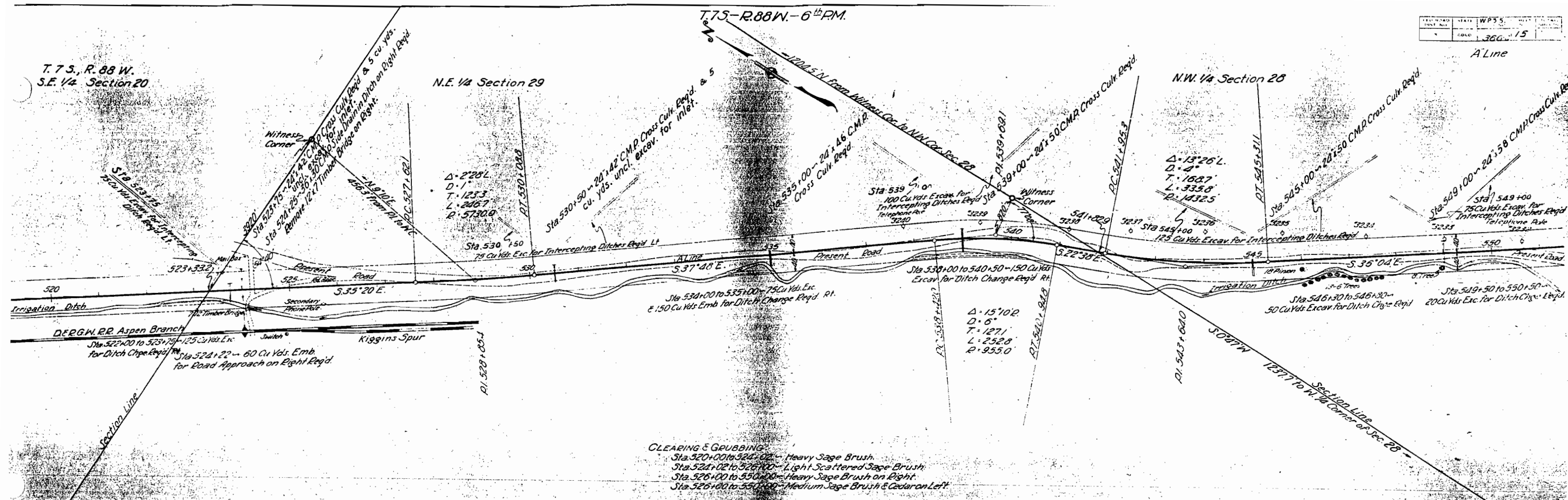
475

480

485

490





N.W. 1/4 Section 28

P.C. 552-131  
52-50-24166 C.M.P.C.

Sta. 555+50 ~ 25' x 44' CMPA Crs. Curb. Regd.  
\* 10 cu yds. und. excav. for inlet

STA 559+50  
100 Cu Yds Excav for Intersecting Ditches Etc

Sta. 559+50  
Req'd. 24' x 44' C.M.P. cross  
culvert & 25 cu. yds. uncl.  
excavation for inlet & outlet.

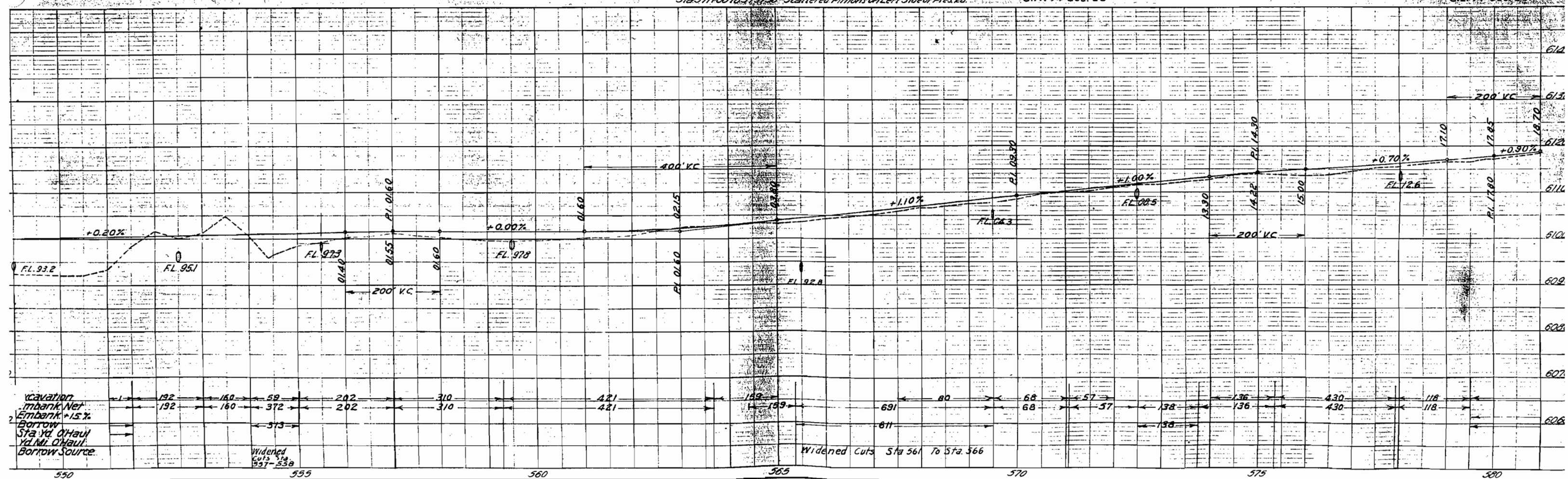
## CLEARING GRUBBING

Sta 550+00 to 552+00 - Heavy Sage Brush on Right.  
Sta 550+00 to 552+00 - Medium Sage Brush and Cedar on Left  
Sta 552+00 to 571+00 - Heavy Sage Brush, Oak, Pinon and Cedar  
Sta 571+00 to 573+00 - Medium Sage and Buck Brush on Right.  
Sta 571+00 to 573+00 - Scattered Pinions on Left Side of Pres Rd.

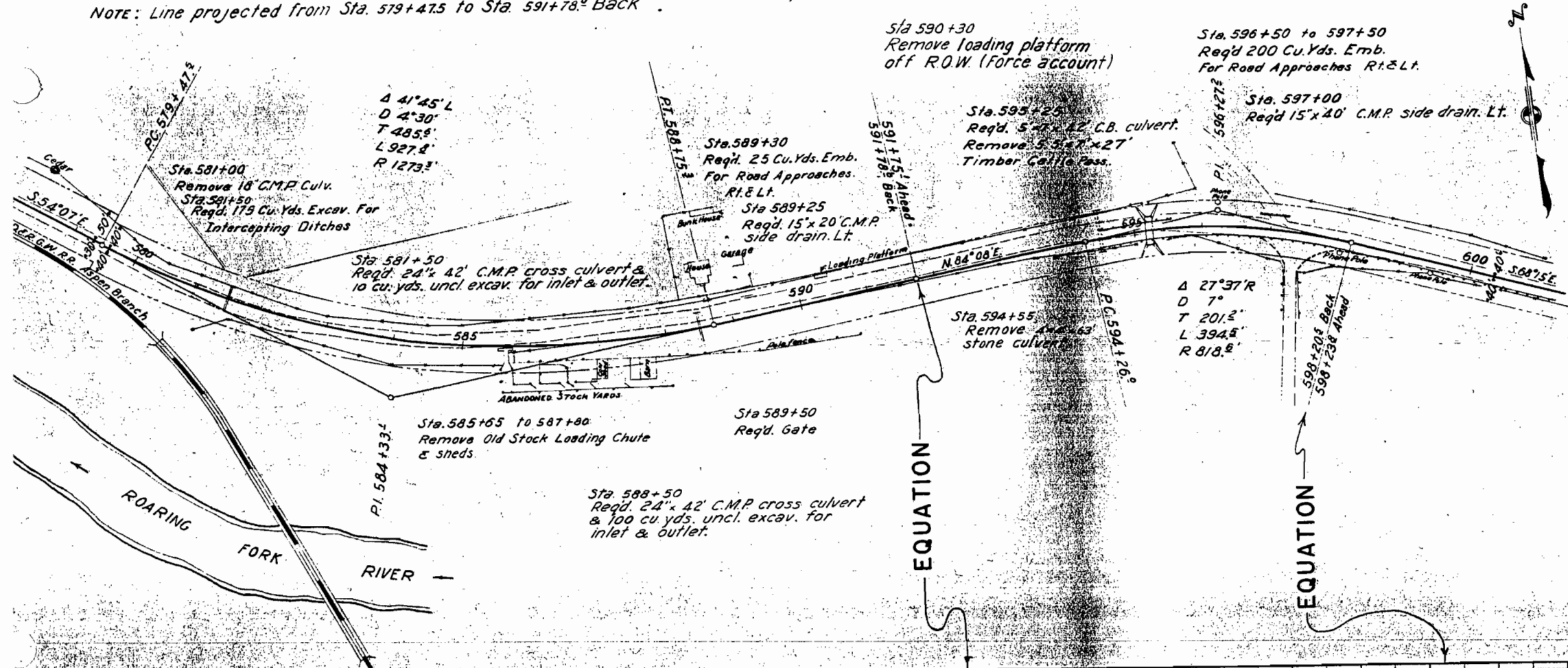
S.W. 1/4 Sec. 28

S.E. 1/4 Sec 28

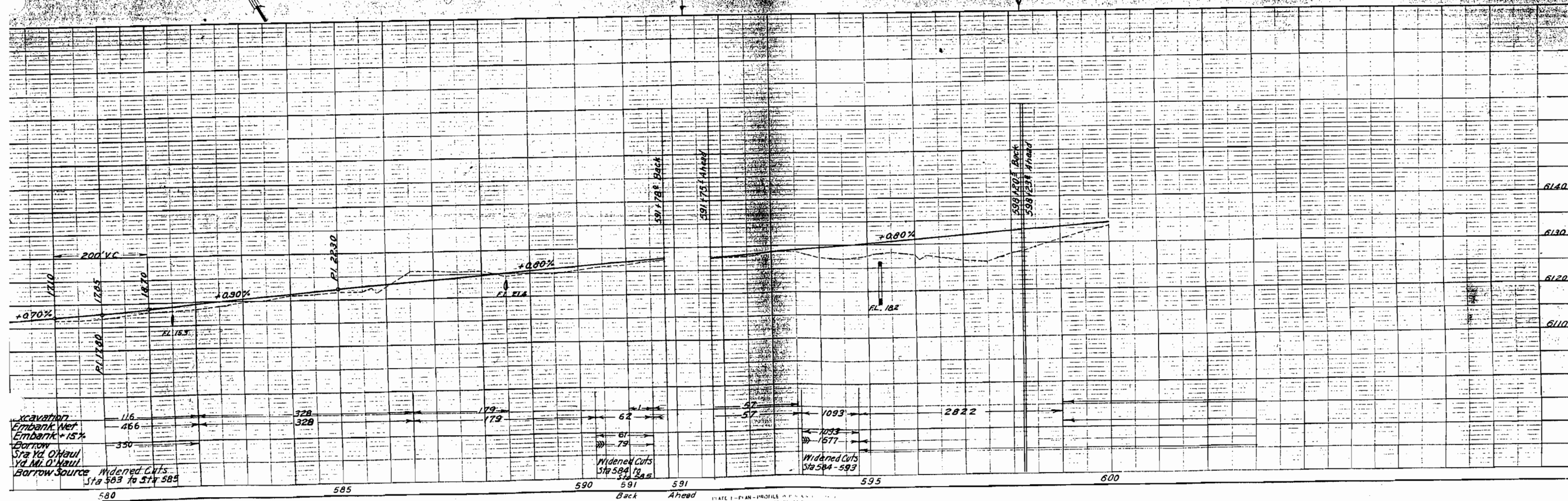
NOTE: Line projected from Sta. 552+31.5 to Sta. 561+77.3



Note: Line projected from Sta. 579+47.5 to Sta. 591+78.0 Back



Clearing & Grubbing  
Sta. 579+50 to 600  
Light sage brush & scattered Cedars  
right & left of Pres. Road.



T.7S., R.88W.  
S.W. ~~1/4~~ Section 27.

**Right-of-Way Markers required**  
are tabulated on Sheet No. 3.  
Telephone poles encroaching on Right-  
of-Way are to be moved by owner.

T.7 S., R. 88 W.  
S.W. 1/4 Section 27.

Sta. 599+50 to Sta. 622+50 Reg'd. 80 Cu Yds  
Excavation for Intersecting Ditches Left

P.C. 602+00.6

Sta. 603+00 to Sta. 613+00 CMP Cross Culvert Road & 10 cu yds  
incl. excav. for inlet.

$\Delta 28^{\circ}51' L$   
 $D 5^{\circ}30'$   
 $T 268.0'$   
 $L 524.5'$   
 $R 1041.8'$

P.C.C. 607+25.1

N 82°54'E

Stone Wall  
(to be left in place)

P.I. 604+68.6

PL 612+22.9

Sta. 610+00 to Sta. 614+00 CMP Cross Culvert Road & 10 cu  
yds incl. excav. for inlet.

$\Delta 14^{\circ}51' L$   
 $D 1^{\circ}30'$   
 $T 497.8'$   
 $L 990.0'$   
 $R 3820'$

Sta. 610+00 to Sta. 616+00 CMP Cross Culvert Road & 10 cu  
yds incl. excav. for inlet.

STA 617+15.1 BACK EQUALS  
STA 617+19.3 AHEAD

Sta. 616+50 to Sta. 616+80 CMP Cross Culvert Road & 10 cu  
yds incl. excav. for inlet.

Present Road

N 68°03'E

Telephonic Poles

P.C. 618+28.6

Sta. 622+80 Reg'd. 10 Cu Yds Embankment for Approach Rt.

Sta. 624+30 3'x3'x30' Stone Box Culvert to be left in place

Sta. 624+36 2'x18' CMP Culvert Reg'd.

Sta. 625+25 Reg'd. 20 Cu Yds Embankment for Approach Rt.  
Remove & Restore built

$\Delta 20^{\circ}54' R$   
 $D 2^{\circ}30'$   
 $T 422.7'$   
 $L 836.0'$   
 $R 2292.0'$

Concrete Cistern

Sta. 623+00 to Sta. 634+06 Combination Fence in place, Rt

N 88°57'E

Sta. 623+25 Reg'd. 10 Cu Yds Exc. for  
Approach Lt. 15'x20' CMP Side Drain  
Remove & Restore built

P.T. 626+64.6

Sta. 628+12 to Sta. 630+00 CMP Cross Culvert in place  
Extend C.M.P. 6' L. & 6' R.

Note: Line projected from Sta. 602+00.6 to Sta. 626+64.6

+2.80% B.M. - Elev. 6136.29 - On phone pole 20ft Right

+0.82%

+0.82%

B.M. - Elev. 6150.19 - On fence post 35 ft. Right, Sta. 623+00.

+1.84%

6190

6180

6170

6160

6150

6140

6130

6120

200' V.C.

FL 31.2

P.I. 40.70

FL 37.0

P.I. 45.20

FL 38.5

FL 43.9

P.I. 48.40

P.I. 49.20

FL 43.9

FL 46.1

FL 50.7

FL 54.5

61.20

400' V.C.

|                   |        |
|-------------------|--------|
| Excavation        | 5756   |
| Embankment Net    | 2934   |
| Borrow            | 24,325 |
| Station Yard Haul | 23     |
| Borrow Source     |        |

600 605 610 615 620 625 630

S.E. 1/4 Section 27

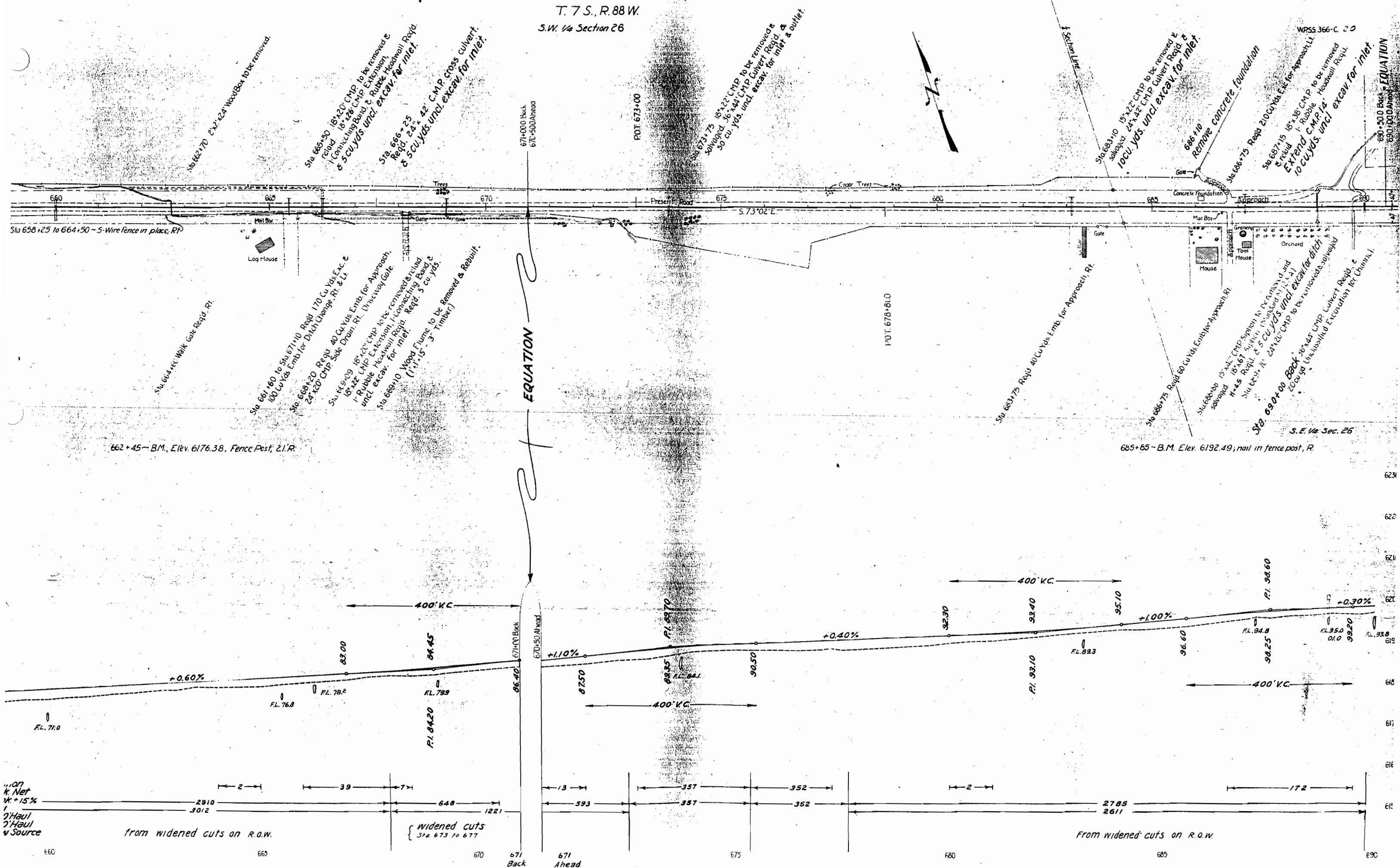


B.M. Elev 616952, Nail in fence post Rt. Sta. 647+20.



630

S.W. 1/4 Section 26



S.E. 1/4 Sec. 26  
T. 7 S., R. 88 W.

| FED. ROAD DIST. NO. | STATE | W.P.S. 5. PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|---------------------|-----------|--------------|
| 3                   | COLO. | 366-C               | 2         |              |

S.W. 1/4 Sec. 25

Δ 7°08' L  
D 0°30'  
T 714.2'  
L 1426.7'  
R 11,460'

Sta. 692+68  
Reqd. 24" x 50' C.M.P. cross culvert.  
Remove 15" x 28' C.M.P. (Salvage)  
± 3 cu. yds. uncl. excav. for inlet.

Sta. 693+00 to 712+00.  
Reqd. 670 cu. yds. uncl. excavation  
for intercepting ditches on Lt.

Sta. 706+00  
Reqd. 24" x 66' C.M.P.  
cross culvert. ± 15  
cu. yds. uncl. excav.  
for inlet.

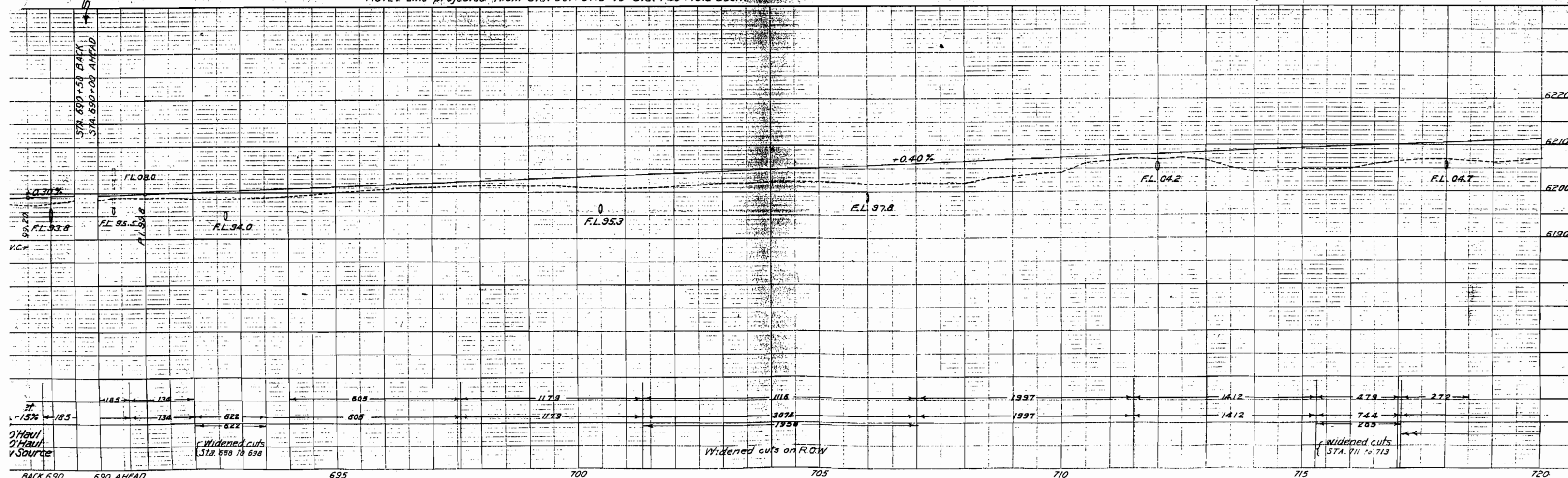
Sta. 718+00  
Reqd. 24" x 60' C.M.P.  
cross culvert. ± 10  
cu. yds. uncl. excav.  
for inlet.

Sta. 712+00  
Reqd. 24" x 40' C.M.P. cross culvert.  
± 40 cu. yds. uncl. excav. for inlet.

STA 702 to 727+50  
Material is gravel

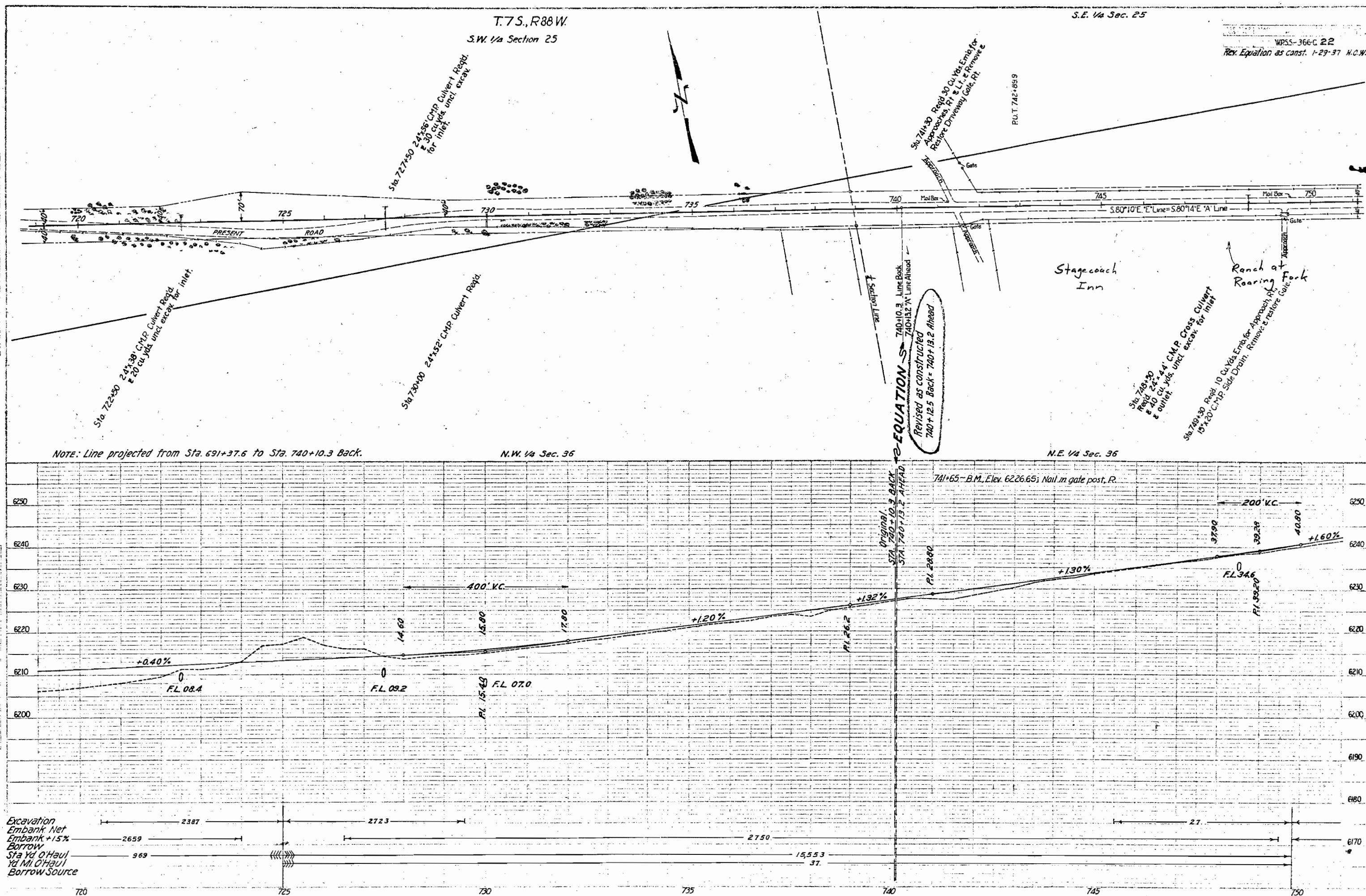
NOTE: Line projected from Sta. 691+37.6 to Sta. 740+10.3 Back.

N.W. 1/4 Sec. 36



|      |                  |
|------|------------------|
| PLAN | H. E. Rowbotham. |
|      | H. H. Handbury.  |

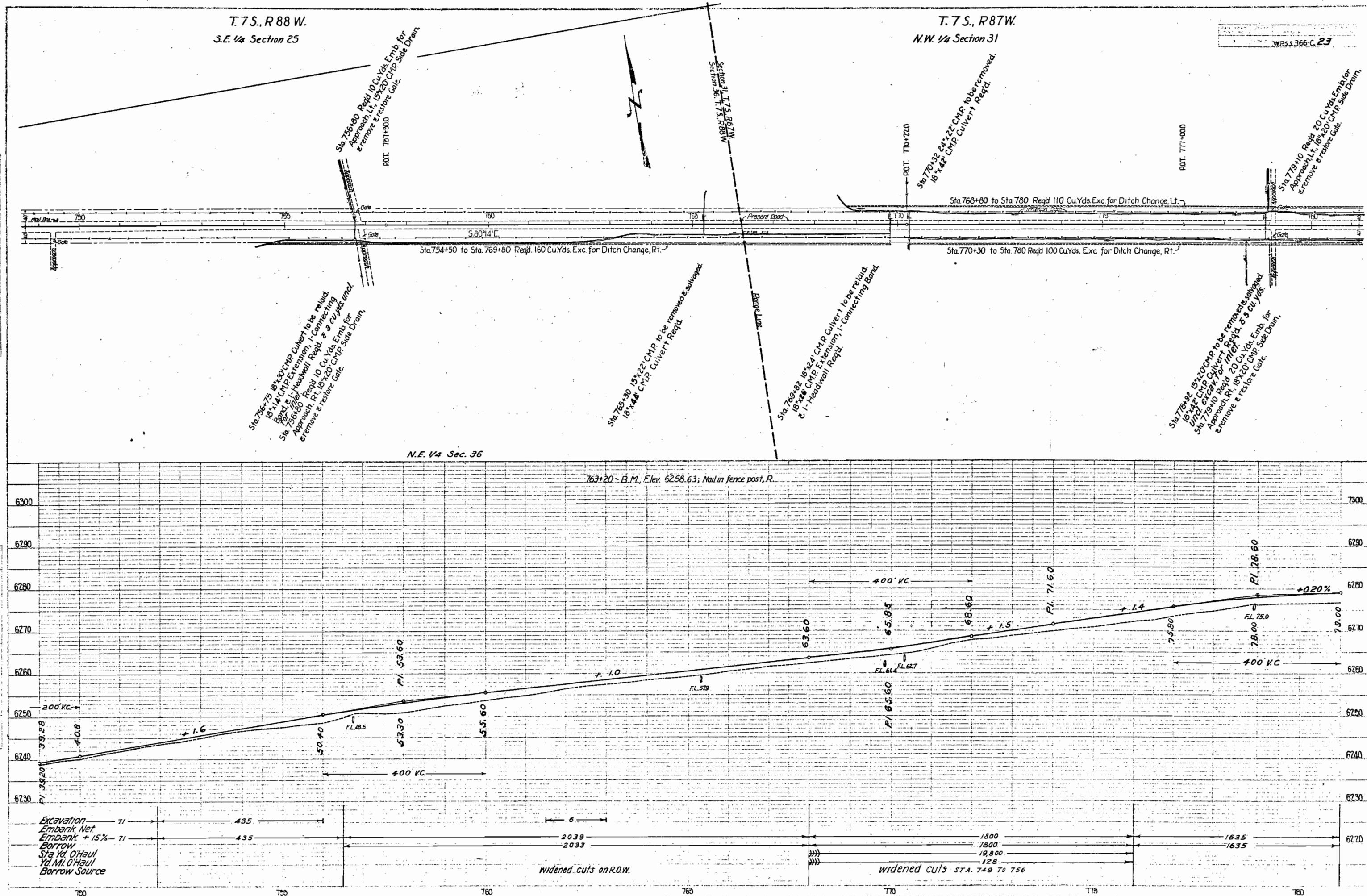
**H.E. Rowbottom.**  
**H.H. Rowbottom.**



REPRODUCTION

|          |      |
|----------|------|
| PLAN     | DATE |
| NOTED BY | DATE |
| NO.      |      |

|          |      |
|----------|------|
| FIGURE   | DATE |
| NOTED BY | DATE |
| NO.      |      |



T.7S., R.87W.  
N.E. 1/4 Section 31.

| FED ROAD DIST NO | STATE | HOJ NO    | SHEET NO | TOTAL SHEETS |
|------------------|-------|-----------|----------|--------------|
| 3                | COLD  | WP55366-C |          | 24           |

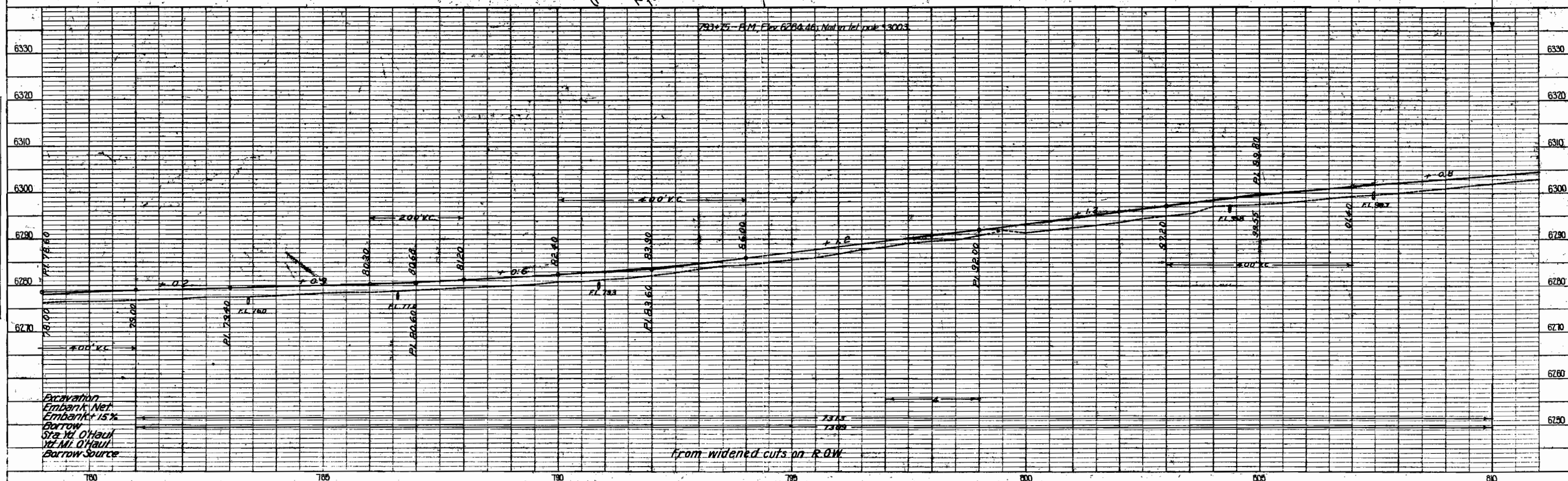
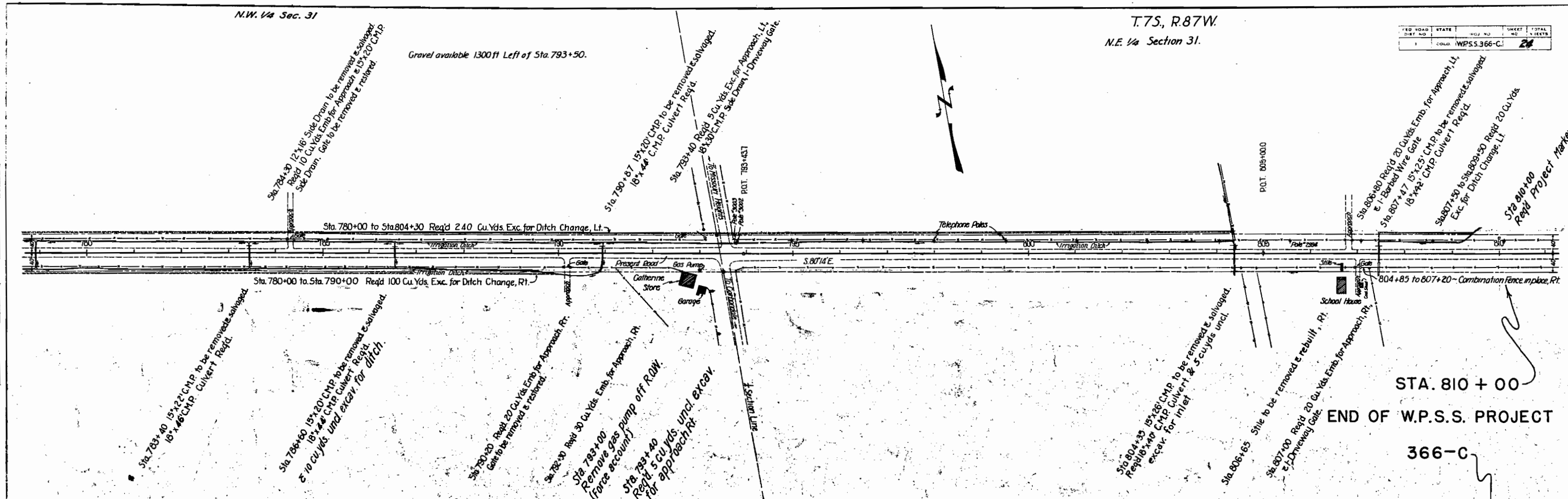
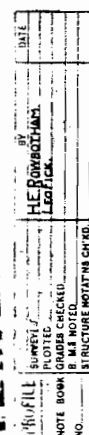
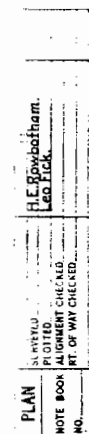
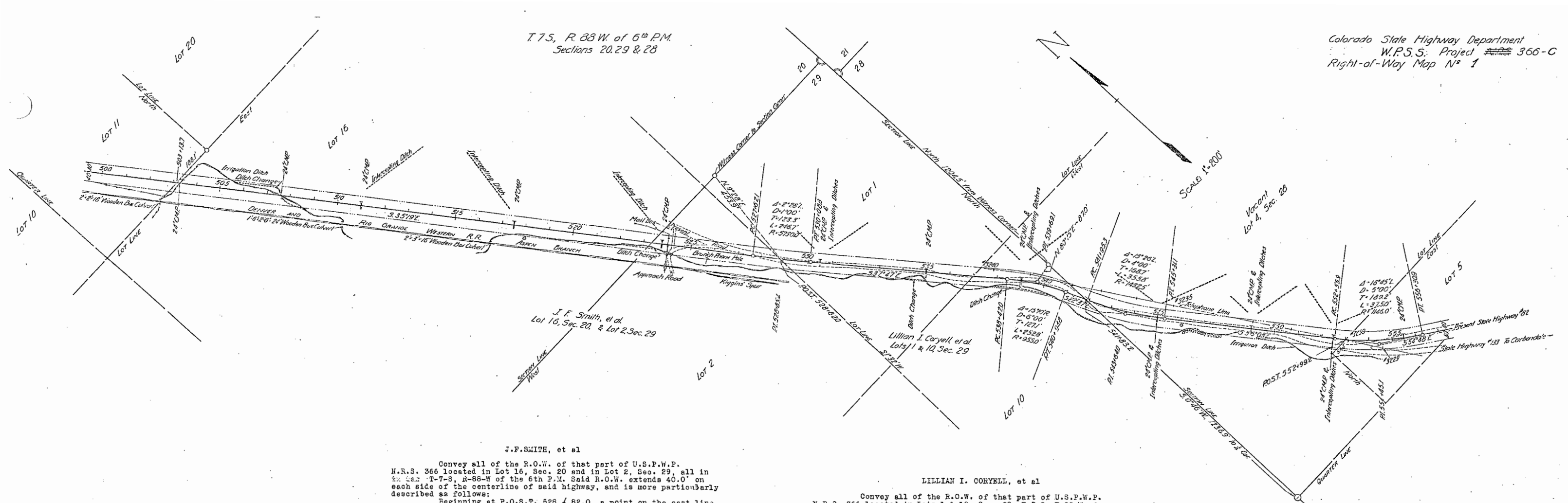


PLATE 1. PLAZA PROSPECT, 2. 5. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843.

from widened cuts on R.O.W.

T 7 S, R 88 W of 6<sup>th</sup> P.M.  
Sections 20, 29 & 28

Colorado State Highway Department  
W.P.S.S. Project ~~366~~ 366-C  
Right-of-Way Map No. 1



J.F. SMITH, et al

Convey all of the R.O.W. of that part of U.S.P.W.P. N.R.S. 366 located in Lot 16, Sec. 20 and in Lot 2, Sec. 29, all in T 7 S, R 88 W of the 6th P.M. Said R.O.W. extends 40.0' on each side of the centerline of said highway, and is more particularly described as follows:

Beginning at P.O.S.T. 528 / 82.0, a point on the east line of Lot 2, Sec. 29, whence the witness corner to the NE corner of Sec. 29 bears N 2°29'E, 453.9'; thence along said lot line, N 1°32'E, 89' to the east R.O.W. line of the highway; thence from a tangent bearing of N 35°58'W, on a curve to the right with a radius of 5690.0, 64'; thence N 35°19'W, 2420.1' to the north line of Lot 16, Sec. 20; thence along said lot line, due west, 49.0' to centerline Sta. 503 / 13.7; thence continuing along said lot line, due west, 49.0' to the west R.O.W. line of the highway; thence along said R.O.W. line, S 35°19'E, 2476.7'; thence on a curve to the left with a radius of 5770.0', 170' to the east line of Lot 2, Sec. 29; thence along said lot line, N 1°32'E, 61' to the point of beginning.

Said R.O.W. contains 4.714 acres of uncultivated land, of which, 0.451 acre is within the present R.O.W. of State Highway # 82, the remainder of 4.263 acres of uncultivated land to be acquired.

LILLIAN I. CORYELL, et al

Convey all of the R.O.W. of that part of U.S.P.W.P. N.R.S. 366 located in Lots 1 & 10, Sec. 29, T 7 S, R 88 W of the 6th P.M. Said R.O.W. extends 40.0' on each side of the centerline of said highway and is more particularly described as follows:

Beginning at centerline Sta. 541 / 83.2, a point on the east line of Sec. 29, whence the east 1/4 corner of Sec. 29 bears S 0°46'W, 1236.9'; thence along said section line, S 0°46'W, 98' to the west R.O.W. line of the highway; thence from a tangent bearing of N 25°33'W, along said R.O.W. line on a curve to the right with a radius of 1472.5', 80'; thence N 22°37'W, 100.5'; thence on a curve to the left with a radius of 915.0', 242.2'; thence N 37°47'W, 833.2'; thence on a curve to the right with a radius of 5770.0', 79' to the west line of Lot 1; thence along said lot line, N 1°32'E, 61' to P.O.S.T. 528 / 82.0; thence continuing along said lot line, N 1°32'E, 69' to the east R.O.W. line of the highway; thence along said R.O.W. line from a tangent bearing of S 35°58'E, on a curve to the left with a radius of 5690.0', 181'; thence S 37°47'E, 833.2'; thence on a curve to the right with a radius of 995.0', 269.3' to the east line of Sec. 29; thence along said line, S 0°46'W, 100.8' to the point of beginning.

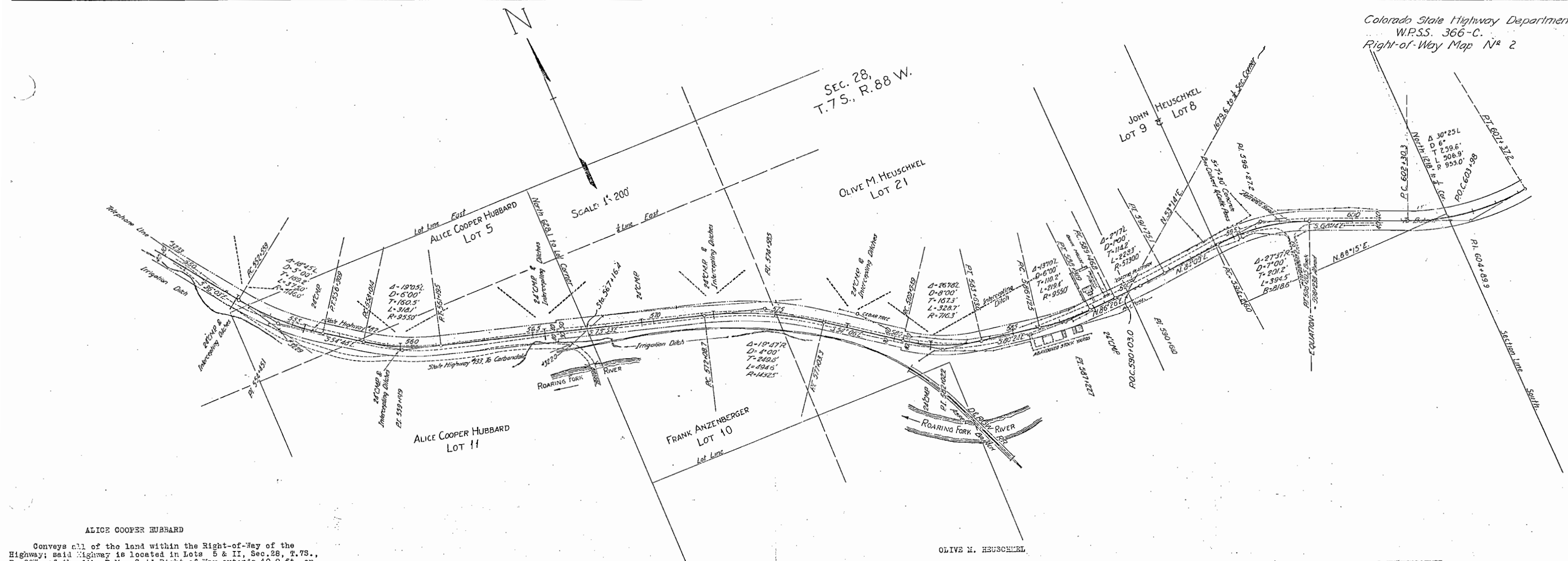
Said R.O.W. contains 2.391 acres, of which, 1.771 acres are within the present R.O.W. of State Highway # 82, the remainder of 0.620 acre of uncultivated land to be acquired.

VACANT LAND

Conveys all of the R.O.W. of that part of U.S.P.W.P. N.R.S. 366 located in Lot 4, Sec. 28, T 7 S, R 88 W of the 6th P.M. Said R.O.W. extends 40.0' on each side of the centerline of said highway and is more particularly described as follows:

Beginning at centerline Sta. 541 / 83.2, a point on the west line of Sec. 28, whence the west 1/4 corner of Sec. 28 bears S 0°46'W, 1236.9'; thence along said section line, S 0°46'W, 98' to the west R.O.W. line of the highway; thence from a tangent bearing of S 25°33'E, on a curve to the left with a radius of 1472.5', 285'; thence S 36°03'E, 724.8'; thence on a curve to the left with a radius of 1186.0', 13' to that part of the south boundary of Lot 4 common to Lots 4 & 5; thence along said lot line, due east, 46' to P.O.S.T. 552 / 99.2, whence the NW corner of Lot 5 bears due west, 61.4'; thence continuing along said lot line, due east, 54' to the east R.O.W. line of the highway; thence along said R.O.W. line from a tangent bearing, N 39°53'W, on a curve to the right with a radius of 1106.0', 74'; thence N 36°03'W, 724.8'; thence on a curve to the right with a radius of 1392.5', 345.9'; thence N 22°37'W, 100.5'; thence on a curve to the left with a radius of 995.0', 4.1' to the west line of Sec. 28; thence along said section line, S 0°46'W, 100.8' to the point of beginning.

Said R.O.W. contains 2.055 acres, of which, 1.438 acres are within the present R.O.W. of State Highway # 82, the remainder of 0.617 acres of uncultivated land to be acquired.



**ALICE COOPER HUBBARD**

Conveys all of the land within the Right-of-Way of the Highway; said Highway is located in Lots 5 & 11, Sec. 28, T. 7S., R. 88W. of the 6th. P.M. Said Right-of-Way extends 40.0 ft. on each side of the Centerline of the Highway, except as otherwise shown and noted, being more particularly described as follows:

Beginning at Centerline Station 567 / 16.4, a point on the East Boundary of Lot 11, whence the N.E. Corner of Lot 5 bears North for 628.1 ft.; thence North along said Lot Line for 52.0 ft., to the North Right-of-Way Line of the Highway; thence N. 73° 53' W. along said R.O.W. Line for 102.0 ft.; thence S. 16° 07' W. for 10.0 ft.; thence N. 73° 53' W. for 480.5 ft.; thence on a curve to the right, with a radius of 915.0 ft., for 304.8 ft.; thence N. 54° 48' W. for 170.5 ft.; thence on a curve to the right, with a radius of 1105.0 ft., for 287.9 ft., to the North Boundary of Lot 5; thence West along said Lot Line for 102.0 ft., to the South R.O.W. Line of the Highway; thence along said R.O.W. Line S. 35° 07' E. and on a curve to the left, with a radius of 1186.0 ft., for 375.1 ft.; thence S. 54° 48' E. for 170.5 ft.; thence on a curve to the left, with a radius of 995.0 ft., for 331.4 ft.; thence S. 73° 53' E. for 480.5 ft.; thence N. 16° 07' E. for 10.0 ft.; thence S. 73° 53' E. for 125.1 ft., to the East Boundary of Lot 11; thence North along said Lot Line for 31.2 ft., to the point of beginning.

Said Right-of-Way contains 2.601 acres, of which 1.951 acres are contained in the Right-of-Way of the present Road, leaving a remainder of 0.650 acres of uncultivated land to be acquired.

**FRANK ANZENBERGER**

Conveys all of the land within the Right-of-Way of the Highway; said Highway is located in Lot 10, Sec. 28, T. 7S., R. 88W. of the 6th. P.M. Said Highway extends 50 ft. on the North side and 30 ft. on the South side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 567 / 16.4, a point on the West Boundary of Lot 10, whence the N.E. Corner of Lot 5 bears North a distance of 628.1 ft.; thence North along said Lot Line for 52.0 ft., to the North Right-of-Way Line of the Highway; thence S. 73° 53' E. along said R.O.W. Line for 504.0 ft.; thence on a curve to the right, with a radius of 1482.5 ft., for 280.8 ft., to the East Boundary of Lot 10; thence South along said Lot Line for 92.0 ft., to the South R.O.W. Line of the Highway; thence along said R.O.W. Line on a curve to the left, with a radius of 1402.5 ft., for 310.2 ft.; thence N. 73° 53' W. for 485.3 ft., to the West Boundary of Lot 10; thence North along said Lot Line for 31.2 ft., to the point of beginning.

Said Right-of-Way contains 1.451 acres, of which 1.088 acres are contained in the Right-of-Way of the present Road, leaving 0.363 acres of uncultivated land to be acquired.

**OLIVE M. HEUSCHEL**

Conveys all of the land within the Right-of-Way of the Highway; said Right-of-Way is located in Lot 21, Sec. 28, T. 7S., R. 88W. of the 6th. P.M. Said Right-of-Way extends 40.0 ft. on each side of the centerline of the Highway, except as otherwise shown and noted, being more particularly described as follows:

Beginning at Centerline Station 590 / 03.0, a point on the East Boundary of Lot 21, whence the East 1/4 Corner of Sec. 28 bears N 55° 14' E. for 1679.6 ft.; thence North along said Lot Line for 40.0 ft., to the North Right-of-Way Line of the Highway; thence along said R.O.W. Line, on a curve to the right, with a radius of 5690.0 ft., for 59.0 ft.; thence S. 86° 26' W. for 114.9 ft.; thence on a curve to the right with a radius of 915.0 ft., for 210.2 ft.; thence N. 80° 24' W. for 248.9 ft.; thence on a curve to the right, with a radius of 676.5 ft., for 310.3 ft.; thence N. 55° 54' E. for 10.0 ft.; thence N. 54° 06' W. for 331.6 ft.; thence on a curve to the left, with a radius of 1462.5 ft., for 231.0 ft., to the West Boundary of Lot 21; thence South along said Lot Line for 92.0 ft., to the South R.O.W. Line of the Highway; thence along said R.O.W. Line, on a curve to the right, with a radius of 1402.5 ft., for 174.0 ft.; thence S. 54° 06' E. for 331.6 ft.; thence S. 35° 54' W. for 10.0 ft.; thence S. 54° 06' E. and on a curve to the left with a radius of 755.3 ft., for 347.1 ft.; thence S. 80° 24' E. for 248.9 ft.; thence on a curve to the left, with a radius of 995.0 ft., for 226.6 ft.; thence N. 86° 26' E. for 114.9 ft.; thence on a curve to the left, with a radius of 5770.0 ft., for 57.0 ft., to the East Boundary of Lot 21; thence North along said Lot Line for 40.0 ft., to the point of beginning.

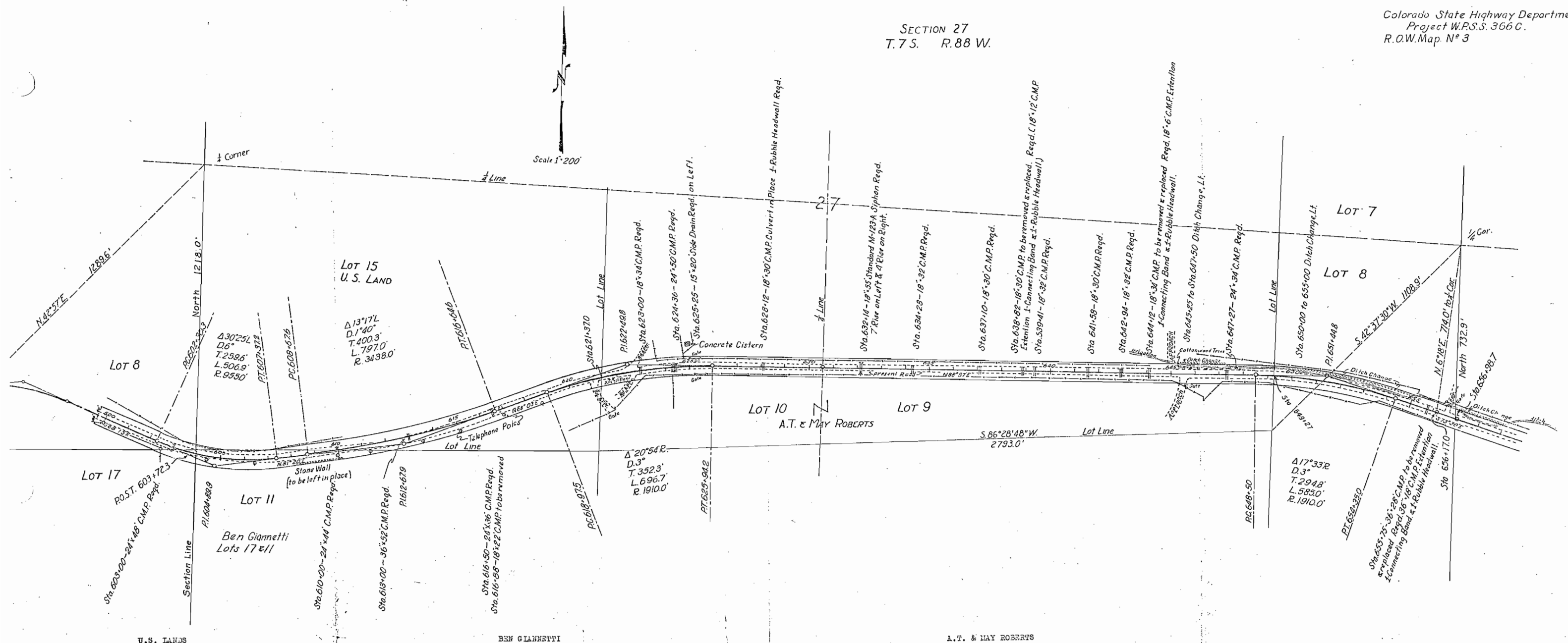
Said Right-of-Way contains 2.762 acres, of which 2.072 acres are contained in the Right-of-Way of the present Road, leaving 0.690 acres to be acquired, of which 0.173 acres are cultivated land and 0.517 acres are uncultivated land.

**JOHN HEUSCHEL**

Conveys all of the land within the Right-of-Way of the Highway; said Highway is located in Lots 8 & 9, Sec. 28, T. 7S., R. 88W. of the 6th. P.M. Said Right-of-Way extends 40.0 ft. on each side of the centerline of the Highway, more particularly described as follows:

Beginning at the South East Corner of Lot 8, a point on the East Boundary of Sec. 28, whence the East 1/4 Corner of Sec. 28 bears North a distance of 1202.0 ft., and Centerline Station P.O.C. 603 / 98.0 bears South a distance of 16.0 ft.; thence North along said Section Line for 25.0 ft., to the North Right-of-Way Line of the Highway; thence along said R.O.W. Line on a curve to the right, with a radius of 915.0 ft., for 154.0 ft.; thence N. 58° 14' W. for 406.5 ft.; thence on a curve to the left, with a radius of 856.6 ft., for 413.8 ft.; thence S. 84° 09' W. for 250.9 ft.; thence on a curve to the right, with a radius of 5590.0 ft., for 167.3 ft., to the West Boundary of Lot 9; thence South along said Lot Line for 80.0 ft., to the South R.O.W. Line of the Highway; thence along said R.O.W. Line on a curve to the left, with a radius of 5770.0 ft., for 172.9 ft.; thence N. 84° 09' E. for 250.9 ft.; thence on a curve to the right, with a radius of 778.6 ft., for 375.2 ft.; thence S. 68° 14' E. for 406.5 ft., to the South Boundary of Lot 8; thence N. 86° 15' E. along said Lot Line for 176.0 ft., to the point of beginning.

Said Right-of-Way contains 2.443 acres, of which 1.832 acres are contained in the Right-of-Way of the present Road, leaving a remainder of 0.611 acres to be acquired, of which 0.180 acres are cultivated land and 0.431 acres are uncultivated land.



Conveys all of the Land within the R.O.W. of the Highway; Said Highway is located in Lot 15 in the SW 1/4, Sec. 27, T. 7 S. R. 88 W. of the 6th. P.M. Said R.O.W. extends 40 ft. on each side of the Centerline of the Highway. More particularly described as follows:

Beginning at a point on the North R.O.W. Line of the Highway and on the West Boundary of Sec. 27, whence Center Line Sta. 603.798 bears due South 41.0' and the West 1/4 corner of Sec. 27 bears due North 1198'; thence along said R.O.W. Line on a curve to the Left with a radius of 915.0' for a distance of 361.9 ft.; thence N. 81°03' E. for 130.4 ft.; thence on a curve to the left with a radius of 8398.0 ft. for 789.5 ft.; thence N. 68°05' E. for 232.9 ft.; thence on a curve to the Right with a radius of 1950.0 ft. for 248.0 ft. to the East Boundary of Lot 15; thence along said Boundary Line due South for 82.0 ft. to the South R.O.W. Line of the Highway; thence along said R.O.W. on a curve to the Left with a radius of 1870.0 ft. for 219.0 ft.; thence S. 68°03' W. for 232.9 ft.; thence on a curve to the Right with a radius of 3470.0 ft. for 458.5 ft. to an intersection with the South Boundary Line of Lot 15; thence along said Lot Line S. 88°15' W. for 812.0 ft. to the West boundary of Sec. 27; thence along said Sec. Line due North 25 ft. to the point of Beginning.

Said R.O.W. contains 2.161 acres, of which 2.62% acres are contained in old road, and 0.540 acres of uncultivated land are to be acquired.

Conveys all of the Land within the R.O.W. of the Highway; Said Highway is located in Lots 11 & 17 SW 1/4, Sec. 27, T. 7 S. R. 88 W. of the 6th. P.M. Said R.O.W. extends 40 ft. on each side of the centerline of the Highway, more particularly described as follows:

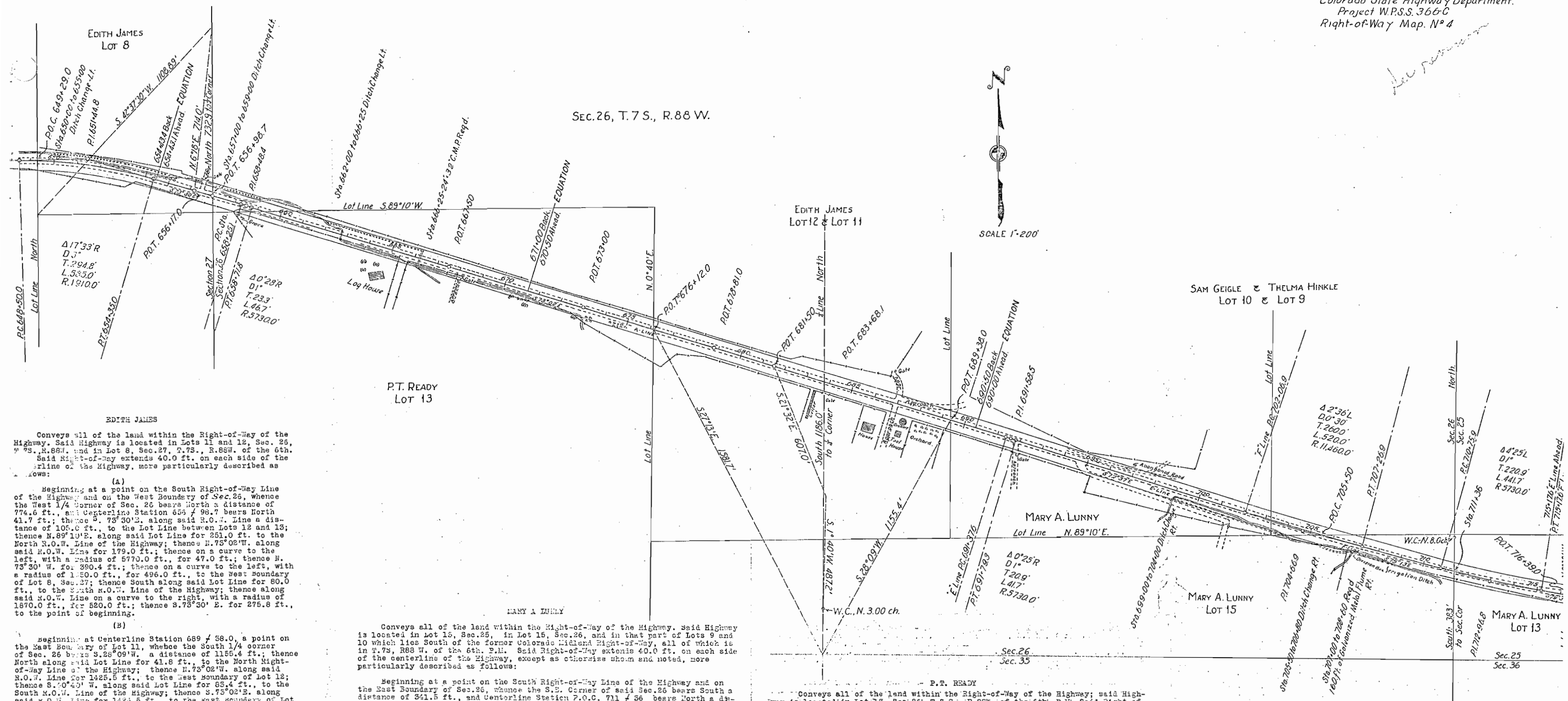
Beginning at P.O.C. Sta. 603.798 a point on the centerline of the Highway whence the N.E. Corner of Lot 17 bears N. 88°15' E. for 62.0 ft.; thence N. 88°15' E. along the North boundary of Lots 17 & 11 for 874.0 ft. to an intersection of the South R.O.W. Line of the Highway; thence along said R.O.W. line on a curve to the Right with a radius of 3478.0 ft. for 348.0 ft.; thence S. 81°20' W. for 130.4 ft.; thence on a curve to the Right with a radius of 995.0' for 529.0 ft. to an intersection of the North boundary Line of Lot 17; thence along said Boundary Line N. 88°15' E. for 119.0 ft to the Point of Beginning.

Said R.O.W. contains 1.225 acres, of which 0.919 acres are contained in the old road, and 0.306 acres of uncultivated land are to be acquired.

Conveys all of the land within the Right-of-Way of the Highway; said Highway is located in Lots 9 & 10, Sec. 27, T. 7 S. R. 88 W. of the 6th. P.M. Said Right-of-Way extends 40 ft. on each side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Sta. P.O.C. 649.270 a point on the East Line of Lot 9 whence the S.E. Corner of Lot 9 bears due South for 251.0'. Thence due South for 40' to the South R.O.W. Line of the Highway; thence along said R.O.W. line on a curve to the left with a radius of 1870.0', for a distance of 77.0 ft.; thence S. 88°57' W. for 2355.8'; thence on a curve to the left with a radius of 1870.0' for 465.0' to the West Boundary Line of Lot 10; thence due North along said Lot Line for 82.0' to the North R.O.W. Line of the Highway; thence along said R.O.W. Line on a curve to the right with a radius of 1950.0' for 469.9 ft.; thence N. 88°57' E. for 2355.8 ft.; thence on a curve to the Right for 77.0 ft. to the East Boundary Line of Lot 9; thence due South along said Lot Line for 40' to the point of Beginning.

Said R.O.W. contains 5.124 acres, of which 3.813 acres are contained in the old road and 1.281 acres are to be acquired, of which 0.919 acres are cultivated land and 0.366 acres are uncultivated land.



Conveys all of the land within the Right-of-Way of the Highway. Said Highway is located in Lots 11 and 12, Sec. 26, T.7 S., R.88 W. and in Lot 8, Sec. 27, T.7 S., R.88 W. of the 6th. Said Right-of-Way extends 40.0 ft. on each side of the centerline of the Highway, more particularly described as follows:

(A)  
Beginning at a point on the South Right-of-Way Line of the Highway and on the West Boundary of Sec. 26, whence the West 1/4 Corner of Sec. 26 bears North a distance of 774.6 ft., and Centerline Station 656 + 98.7 bears North 41.7 ft.; thence S. 73° 30' E. along said R.O.W. Line a distance of 105.0 ft., to the Lot Line between Lots 12 and 13; thence N. 89° 10' E. along said Lot Line for 251.0 ft. to the North R.O.W. Line of the Highway; thence N. 73° 02' W. along said R.O.W. Line for 179.0 ft.; thence on a curve to the left, with a radius of 5770.0 ft., for 47.0 ft.; thence N. 73° 30' W. for 390.4 ft.; thence on a curve to the left, with a radius of 11460.0 ft., for 496.0 ft., to the West Boundary of Lot 8, Sec. 27; thence South along said Lot Line for 80.0 ft., to the South R.O.W. Line of the Highway; thence along said R.O.W. Line on a curve to the right, with a radius of 1570.0 ft., for 520.0 ft.; thence S. 73° 30' E. for 275.8 ft., to the point of beginning.

(B)  
Beginning at Centerline Station 689 + 58.0, a point on the East Boundary of Lot 11, whence the South 1/4 corner of Sec. 26 bears S. 28° 09' W. a distance of 1155.4 ft.; thence North along said Lot Line for 41.8 ft., to the North Right-of-Way Line of the Highway; thence N. 73° 02' W. along said R.O.W. Line for 1425.5 ft., to the West Boundary of Lot 12; thence S. 40° 40' W. along said Lot Line for 85.4 ft., to the South R.O.W. Line of the Highway; thence S. 73° 02' E. along said R.O.W. Line for 1423.5 ft., to the East Boundary of Lot 11; thence North along said Lot Line for 41.8 ft., to the point of beginning.

Said Right-of-Way contains a total of 4.28393 acres in descriptions (A) and (B), of which 3.213 acres are contained in the Right-of-Way of the Present Road, leaving 1.071 acres of uncultivated land to be acquired.

Conveys all of the land within the Right-of-Way of the Highway. Said Highway is located in Lot 13, Sec. 25, in Lot 15, Sec. 26, and in that part of Lots 9 and 10 which lies South of the former Colorado Midland Right-of-Way, all of which is in T.7 S., R.88 W. of the 6th. P.M. Said Right-of-Way extends 40.0 ft. on each side of the centerline of the Highway, except as otherwise shown and noted, more particularly described as follows:

Beginning at a point on the South Right-of-Way Line of the Highway and on the East Boundary of Sec. 26, whence the S.E. Corner of said Sec. 26 bears South a distance of 341.5 ft., and Centerline Station 700 + 00 bears North a distance of 41.5 ft.; thence along said Right-of-Way Line on a curve to the left, with a radius of 5770.0 ft., for 379.6 ft.; thence S. 79° 38' E. for 129.1 ft., to the East Boundary of Lot 13, Sec. 25; thence N. 0° 50' W. along said Lot Line for 81.4 ft., to the North R.O.W. Line of the Highway; thence N. 79° 38' W. along said R.O.W. Line for 115.7 ft.; thence on a curve to the right with a radius of 5690.0 ft., for 438.6 ft.; thence N. 73° 13' W. for 349.0 ft.; thence on a curve to the right, with a radius of 11460.0 ft., for 39.6 ft., to the North Boundary of Lot 15, Sec. 26; thence S. 89° 10' W. along said Lot Line for 143.0 ft., to Centerline Station 705 + 50.0, which station is a point on the centerline of the Right-of-Way of the present Road and on the centerline of the Right-of-Way of the former Colorado Midland R.R.; thence along the centerline of the Highway, on a curve to the right, with a radius of 11460.0 ft., for 343.1 ft.; thence N. 72° 37' W. for 1027.6 ft.; thence on a curve to the left, with a radius of 5750.0 ft., for 41.7 ft.; thence N. 73° 02' W. for 249.6 ft., to the West Boundary of Lot 10, Sec. 26; thence South along said Lot Line for 41.8 ft., to the South R.O.W. Line of the Highway; thence S. 73° 02' E. along said R.O.W. Line for 237.4 ft.; thence on a curve to the right, with a radius of 5690.0 ft., for 41.4 ft.; thence S. 72° 37' E. for 1027.6 ft.; thence on a curve to the left with a radius of 11500.0 ft., for 521.8 ft.; thence S. 73° 13' E. for 349.0 ft.; thence on a curve to the left with a radius of 5770.0 ft., for 62.2 ft., to the point of beginning.

Said Right-of-Way contains 3.453 acres, of which 2.608 acres are contained in the Right-of-Way of the Present Road, leaving 0.845 acres of uncultivated land to be acquired.

Conveys all of the land within the Right-of-Way of the Highway; said Highway is located in Lot 13, Sec. 26, T.7 S., R.88 W. of the 6th. P.M. Said Right-of-Way extends 40.0 ft. on each side of the centerline of the Highway, more particularly described as follows:

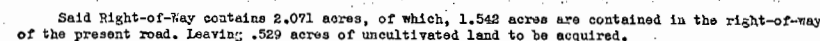
Beginning at Centerline Station 676 + 12, a point on the East Boundary of Lot 13, whence the South 1/4 Corner of Sec. 26 bears S. 27° 13' E. a distance of 1561.7 ft.; thence N. 0° 40' E. for 41.7 ft., to the North Right-of-Way Line of the Highway; thence N. 73° 02' W. along said R.O.W. Line for 1599.5 ft., to the North Boundary of Lot 13; thence S. 89° 10' W. along said Lot Line for 251.0 ft., to the South R.O.W. Line of the Highway; thence S. 73° 30' E. along said R.O.W. Line for 9.6 ft.; thence on a curve to the right, with a radius of 5690.0 ft., for 46.5 ft.; thence S. 73° 02' E. for 1801.9 ft., to the East Boundary of Lot 13; thence N. 0° 40' E. along said Lot Line for 41.7 ft., to the point of beginning.

Said Right-of-Way contains 3.175 acres, of which 2.381 acres are contained in the Right-of-Way of the Present Road, leaving 0.794 acres to be acquired, of which 0.184 acres are cultivated land and 0.610 acres are uncultivated land.

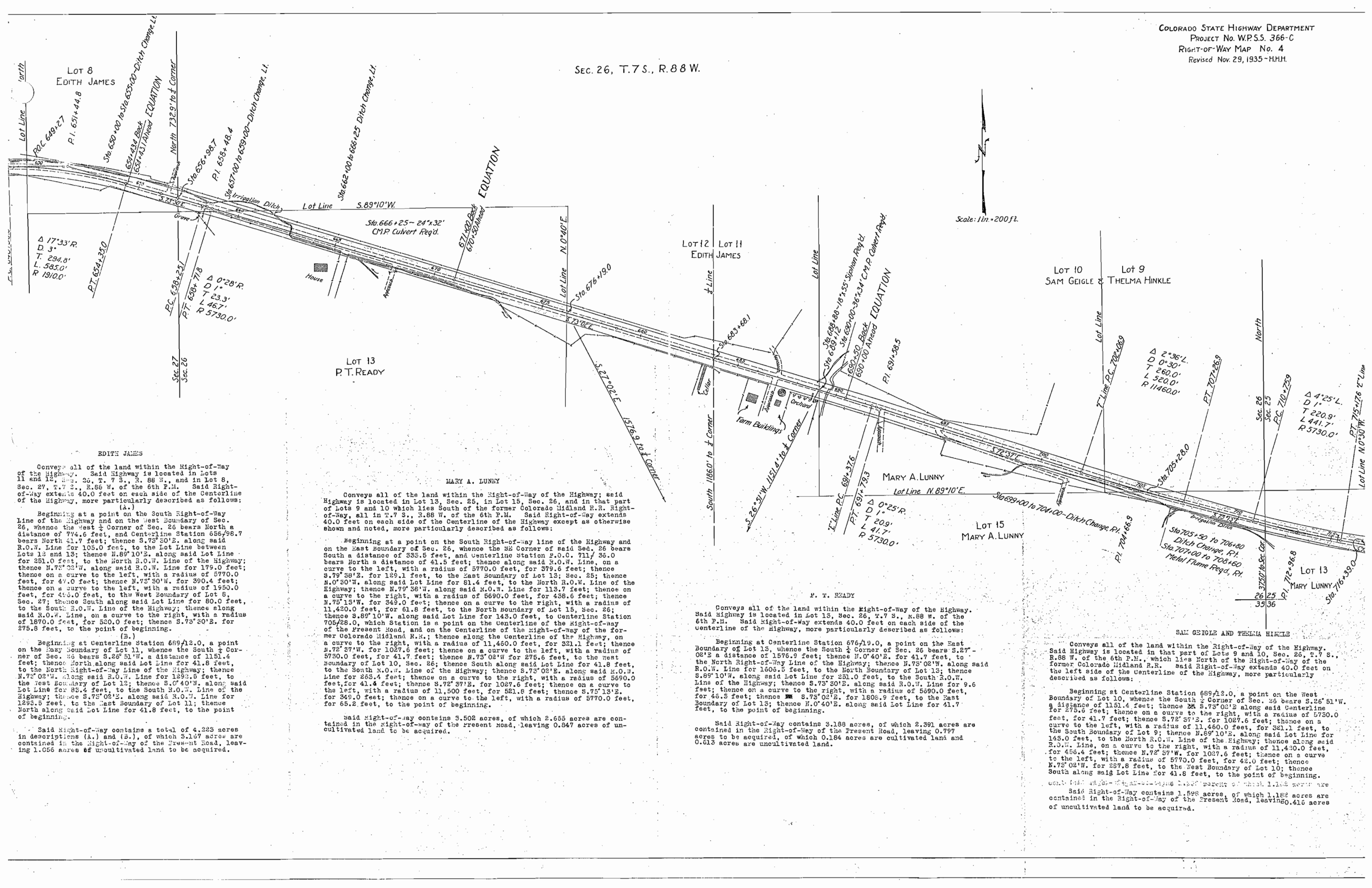
Conveys all of the land within the Right-of-Way of the Highway. Said Highway is located in that part of Lots 9 and 10, Sec. 26, T.7 S., R.88 W. of the 6th. P.M., which lies North of the former Right-of-Way of the Colorado Midland R.R. Said Right-of-Way extends 40.0 ft. on the left side of the centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 689 + 38, a point on the West Boundary of Lot 10, whence the South 1/4 Corner of Sec. 26 bears S. 28° 09' W. a distance of 1155.4 ft.; thence S. 73° 02' E. along said centerline for 249.6 ft.; thence on a curve to the right, with a radius of 5730.0 ft., for 41.7 ft.; thence S. 72° 37' E. for 1027.6 ft.; thence on a curve to the left, with a radius of 11460.0 ft., for 343.1 ft., to the South Boundary of Lot 9; thence N. 89° 10' E. along said Lot Line for 143.0 ft., to the North R.O.W. Line of the Highway; thence along said R.O.W. Line on a curve to the right, with a radius of 11420.0 ft., for 478.4 ft.; thence N. 72° 37' W. for 1027.6 ft.; thence on a curve to the left, with a radius of 5770.0 ft., for 43.0 ft.; thence N. 73° 02' W. for 261.8 ft., to the West Boundary of Lot 10; thence South along said Lot Line for 41.8 ft., to the point of beginning.

Said Right-of-Way contains 1.594 acres, of which 1.179 acres are contained in the Right-of-Way of the Present Road, leaving 0.415 acres of uncultivated land to be acquired.



SEC. 26, T.7 S., R.88 W.



EDITH JAMES

Conveys all of the land within the Right-of-Way of the Highway, said Highway is located in Lots 11 and 12, Sec. 26, T. 7 S., R. 88 W., and in Lot 8, Sec. 27, T. 7 S., R. 88 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway, more particularly described as follows:

Beginning at a point on the South Right-of-Way Line of the Highway and on the West Boundary of Sec. 26, whence the West  $\frac{1}{4}$  Corner of Sec. 26 bears North a distance of 774.6 feet, and Centerline Station 656+98.7 bears North 41.7 feet; thence S. 73° 50' E. along said R.O.W. Line for 105.0 feet, to the Lot Line between Lots 12 and 13; thence N. 89° 10' E. along said Lot Line for 251.0 feet, to the North R.O.W. Line of the Highway; thence N. 73° 02' W. along said R.O.W. Line for 179.0 feet; thence on a curve to the left, with a radius of 5770.0 feet, for 49.0 feet; thence N. 73° 30' W. for 390.4 feet; thence on a curve to the left, with a radius of 1950.0 feet, for 456.0 feet, to the West Boundary of Lot 8, Sec. 27; thence South along said Lot Line for 80.0 feet, to the South R.O.W. Line of the Highway; thence along said R.O.W. Line, on a curve to the right, with a radius of 1870.0 feet, for 520.0 feet; thence S. 73° 30' E. for 275.8 feet, to the point of beginning.

(B.)

Beginning at Centerline Station 689+12.0, a point on the East Boundary of Lot 11, whence the South  $\frac{1}{4}$  Corner of Sec. 26 bears S. 26° 51' W. a distance of 1151.4 feet; thence North along said Lot Line for 41.8 feet, to the North Right-of-Way Line of the Highway; thence N. 73° 02' W. along said R.O.W. Line for 1292.5 feet, to the West Boundary of Lot 12; thence S. 0° 40' W. along said Lot Line for 85.4 feet, to the South R.O.W. Line of the Highway; thence S. 73° 02' E. along said R.O.W. Line for 1292.5 feet, to the East Boundary of Lot 11; thence North along said Lot Line for 41.8 feet, to the point of beginning.

Said Right-of-Way contains a total of 4.223 acres in descriptions (A.) and (B.), of which 3.157 acres are contained in the Right-of-Way of the Present Road, leaving 1.066 acres of uncultivated land to be acquired.

MARY A. LUNNY

Conveys all of the land within the Right-of-Way of the Highway, said Highway is located in Lot 13, Sec. 25, in Lot 15, Sec. 26, and in that part of Lots 9 and 10 which lies South of the former Colorado Midland R.R. Right-of-Way, all in T. 7 S., R. 88 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway except as otherwise shown and noted, more particularly described as follows:

Beginning at a point on the South Right-of-Way line of the Highway and on the East Boundary of Sec. 26, whence the SE Corner of said Sec. 26 bears South a distance of 335.5 feet, and Centerline Station P.O.C. 711/ 36.0 bears North a distance of 41.5 feet; thence along said R.O.W. Line, on a curve to the left, with a radius of 5770.0 feet, for 379.6 feet; thence S. 79° 58' E. for 129.1 feet, to the East Boundary of Lot 13, Sec. 25; thence N. 0° 50' W. along said Lot Line for 81.4 feet, to the North R.O.W. Line of the Highway; thence N. 79° 38' W. along said R.O.W. Line for 113.7 feet; thence on a curve to the right, with a radius of 5690.0 feet, for 458.6 feet; thence N. 75° 13' W. for 345.0 feet; thence on a curve to the right, with a radius of 11,420.0 feet, for 61.8 feet, to the North Boundary of Lot 15, Sec. 26; thence S. 89° 10' W. along said Lot Line for 143.0 feet, to Centerline Station 705+28.0, which Station is a point on the Centerline of the Right-of-Way of the Present Road, and on the Centerline of the Right-of-Way of the former Colorado Midland R.R.; thence along the Centerline of the Highway, on a curve to the right, with a radius of 11,460.0 feet, for 321.1 feet; thence N. 72° 27' W. for 1027.6 feet; thence on a curve to the left, with a radius of 5750.0 feet, for 41.7 feet; thence N. 73° 02' W. for 275.6 feet, to the West Boundary of Lot 10, Sec. 26; thence South along said Lot Line for 41.8 feet, to the South R.O.W. Line of the Highway; thence S. 73° 02' E. along said R.O.W. Line for 283.4 feet; thence on a curve to the right, with a radius of 5690.0 feet, for 41.4 feet; thence S. 72° 37' E. for 1027.6 feet; thence on a curve to the left, with a radius of 11,500 feet, for 521.8 feet; thence S. 75° 15' E. for 349.0 feet; thence on a curve to the left, with a radius of 5770.0 feet, for 65.2 feet, to the point of beginning.

Said Right-of-Way contains 3.502 acres, of which 2.655 acres are contained in the Right-of-Way of the Present Road, leaving 0.847 acres of uncultivated land to be acquired.

P. T. READY

Conveys all of the land within the Right-of-Way of the Highway. Said Highway is located in Lot 13, Sec. 26, T. 7 S., R. 88 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on each side of the centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 676+19.0, a point on the East Boundary of Lot 13, whence the South  $\frac{1}{4}$  Corner of Sec. 26 bears S. 27° 02' E. a distance of 1576.9 feet; thence N. 0° 40' E. for 41.7 feet, to the North Right-of-Way Line of the Highway; thence N. 73° 02' W. along said R.O.W. Line for 1605.5 feet, to the North Boundary of Lot 13; thence S. 89° 10' W. along said Lot Line for 251.0 feet, to the South R.O.W. Line of the Highway; thence S. 73° 30' E. along said R.O.W. Line for 9.6 feet; thence on a curve to the right, with a radius of 5590.0 feet, for 46.3 feet; thence S. 73° 02' E. for 1808.9 feet, to the East Boundary of Lot 13; thence N. 0° 40' E. along said Lot Line for 41.7 feet, to the point of beginning.

Said Right-of-Way contains 3.188 acres, of which 2.391 acres are contained in the Right-of-Way of the Present Road, leaving 0.797 acres to be acquired, of which 0.184 acres are cultivated land and 0.613 acres are uncultivated land.

SAM GEIGLE AND THELMA HINKLE

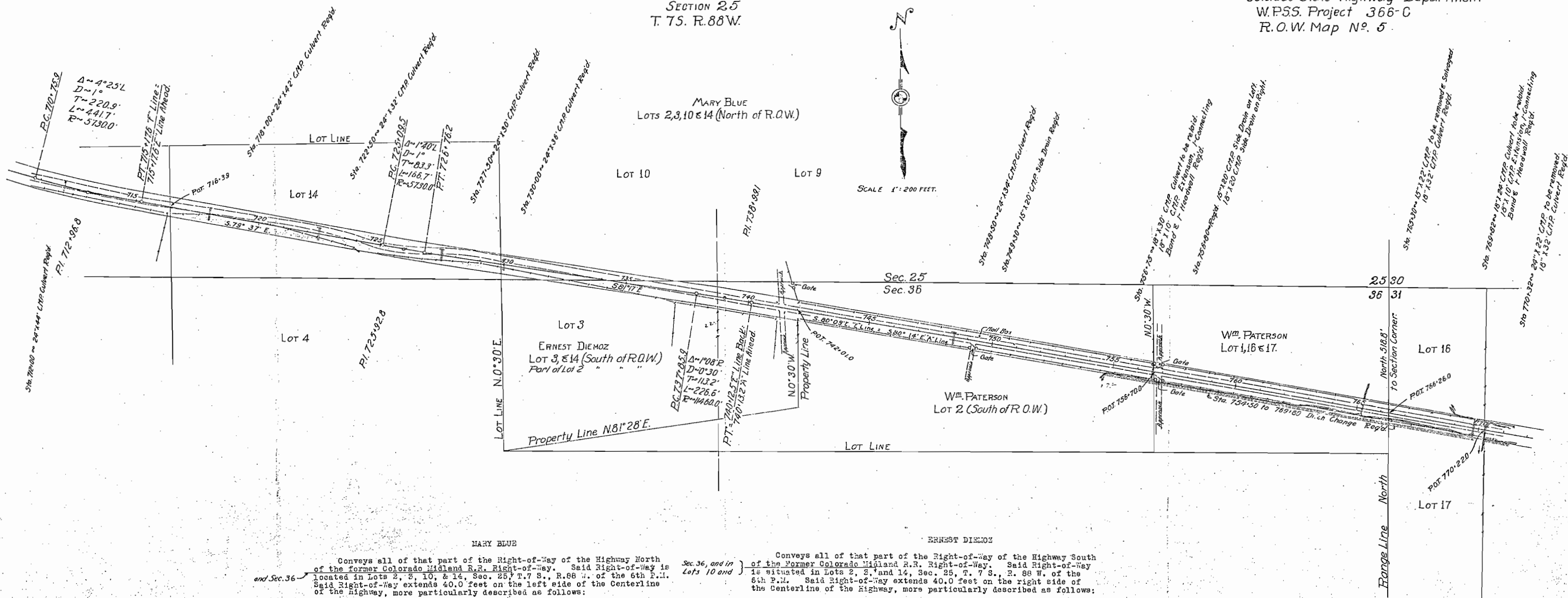
Conveys all of the land within the Right-of-Way of the Highway. Said Highway is located in that part of Lots 9 and 10, Sec. 26, T. 7 S., R. 88 W. of the 6th P.M., which lies North of the Right-of-Way of the former Colorado Midland R.R. Said Right-of-Way extends 40.0 feet on the left side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 689+12.0, a point on the West Boundary of Lot 10, whence the South  $\frac{1}{4}$  Corner of Sec. 26 bears S. 26° 51' W. a distance of 1151.4 feet; thence S. 73° 02' E. along said Centerline for 275.8 feet; thence on a curve to the right, with a radius of 5750.0 feet, for 41.7 feet; thence S. 72° 37' E. for 1027.6 feet; thence on a curve to the left, with a radius of 11,460.0 feet, for 321.1 feet, to the South Boundary of Lot 9; thence N. 89° 10' E. along said Lot Line for 143.0 feet, to the North R.O.W. Line of the Highway; thence along said R.O.W. Line, on a curve to the right, with a radius of 11,420.0 feet, for 456.4 feet; thence N. 72° 37' W. for 1027.6 feet; thence on a curve to the left, with a radius of 5770.0 feet, for 43.0 feet; thence N. 73° 02' W. for 287.8 feet, to the West Boundary of Lot 10; thence South along said Lot Line for 41.8 feet, to the point of beginning.

Said Right-of-Way contains 1.598 acres, of which 1.182 acres are contained in the Right-of-Way of the Present Road, leaving 0.416 acres of uncultivated land to be acquired.

SECTION 25  
T. 7 S. R. 88 W.

Colorado State Highway Department  
W.P.S.S. Project 366-C  
R.O.W. Map No. 5



Conveys all of that part of the Right-of-Way of the Highway North of the former Colorado Midland R.R. Right-of-Way. Said Right-of-Way is located in Lots 2, 3, 10, & 14, Sec. 25, T. 7 S., R. 88 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on the left side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 742+01.0, a point on the Centerline of the Highway, whence the NE Corner of Sec. 36 bears N. 87° 16' E. for 2392.3 feet; thence along said Centerline S. 80° 14' E. for 1469.0 feet, to the East Boundary of Lot 2; thence along said Lot Line, N. 0° 30' W. for 40.5 feet, to the North Right-of-Way Line of the Highway; thence along said R.O.W. Line, N. 80° 14' W. for 1649.6 feet; thence on a curve to the left, with a radius of 11,500.0 feet, for 229.2 feet; thence N. 81° 17' W. for 1109.7 feet; thence on a curve to the right, with a radius of 5690.0 feet, for 165.5 feet; thence N. 79° 37' E. for 877.5 feet, to the West Boundary of Lot 14; thence along said Boundary Line S. 0° 30' W. for 40.6 feet, to Centerline Station 716+39.0; thence along said Centerline, S. 79° 37' E. for 870.5 feet; thence on a curve to the left, with a radius of 5730.0 feet, for 166.7 feet; thence S. 81° 17' E. for 1109.7 feet; thence on a curve to the right, with a radius of 11,460.0 feet, for 226.6 feet; thence S. 80° 14' E. for 167.8 feet, to the point of beginning.

Said Right-of-Way contains 3.700 acres, of which 2.775 acres are contained in the Right-of-Way of the Present Road, leaving 0.925 acres to be acquired, all of which is uncultivated land.

Conveys all of that part of the Right-of-Way of the Highway South of the former Colorado Midland R.R. Right-of-Way. Said Right-of-Way is situated in Lots 2, 3, and 14, Sec. 25, T. 7 S., R. 88 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on the right side of the Centerline of the Highway, more particularly described as follows:

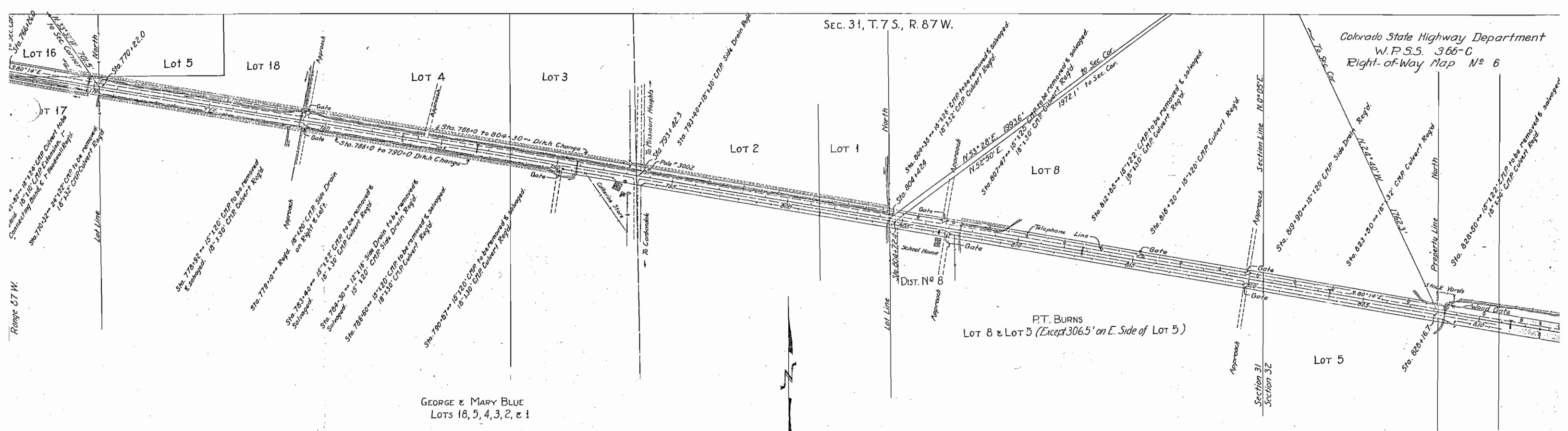
Beginning at Centerline Station 742+01.0, a point on the East Property Line of Ernest Diemoz, whence the NE Corner of Sec. 36 bears N. 87° 16' E. for 2392.3 feet; thence S. 0° 30' E. for 40.7 feet along said East Property Line of Ernest Diemoz, to the South Right-of-Way Line of the Highway; thence along said R.O.W. Line N. 80° 14' W. for 195.0 feet; thence on a curve to the left, with a radius of 11,420.0 feet, for 225.8 feet; thence N. 81° 17' W. for 1109.7 feet; thence on a curve to the right, with a radius of 5770.0 feet, for 167.9 feet; thence N. 79° 37' W. for 868.5 feet, to the West Boundary Line of Lot 14; thence N. 0° 30' E. along said Lot Line for 40.6 feet, to Station 716+39.0, a point on the Centerline of the Highway; thence along said Centerline S. 79° 37' E. for 870.5 feet; thence on a curve to the left, with a radius of 5730.0 feet, for 166.7 feet; thence S. 81° 17' E. for 1109.7 feet; thence on a curve to the right, with a radius of 11,460.0 feet, for 226.6 feet; thence S. 80° 14' E. for 167.8 feet, to the point of beginning.

Said Right-of-Way contains 2.361 acres, of which 1.771 acres are contained in the Right-of-Way of the Present Road, leaving 0.590 acres to be acquired, of which 0.552 acres are cultivated land and 0.038 acres are uncultivated land.

Conveys all of the land situated within the Right-of-Way of the Highway. Said Right-of-Way is located in Lots 16 and 17, Sec. 31, T. 7 S., R. 87 W. of the 6th P.M., and in Lot 1, Sec. 36, T. 7 S., R. 88 W., and in that part of Lot 2, Sec. 36, T. 7 S., R. 88 W. of the 6th P.M. that lies South of the former Colorado Midland R.R. Right-of-Way. The Right-of-Way of the Highway extends 40.0 feet on each side of the Centerline of the Highway except as otherwise noted, more particularly described as follows:

Beginning at Centerline Station 770+22.0, a point on the East Line of Lot 17, Sec. 31, T. 7 S., R. 87 W. of the 6th P.M., from whence the NW Corner of Sec. 31 bears N. 33° 40' W. for 704.1 feet; thence along said Lot Line, Due North for 40.6 feet, to the North Right-of-Way Line of the Highway; thence N. 80° 14' W. along said R.O.W. Line for 1352.3 feet, to the West Line of Lot 1; thence S. 0° 30' E. along said Lot Line for 40.7 feet, to Station 756+70.0, a point on the Centerline of the Highway; thence N. 80° 14' W. along said Centerline for 1469.0 feet, to Station 742+01.0; thence S. 0° 30' E. for 40.7 feet, to the South R.O.W. Line of the Highway; thence S. 80° 14' E. along said R.O.W. Line for 2820.7 feet, to the East Line of Lot 17; thence Due North for 40.6 feet, to the point of beginning.

Said Right-of-Way contains 5.852 acres, of which 2.874 acres are contained in the Right-of-Way of the Present Road, leaving 0.958 acres of cultivated land to be acquired.



Scale: 1 in. = 200 ft.

GEORGE & MARY BLUE

Conveys all of the land situated within the Right-of-Way of the Highway; said Highway is located in Lots 4, 3, 2, 1, & 18, Sec. 31, T. 7 S., R. 87 W. of the 6th P. M. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 770+22.0, an intersection of the Centerline of the Highway and the West Boundary of Lot 18, Sec. 31, whence the NW Corner of said Sec. 31 bears N. 53°59' W. a distance of 707.5 feet; thence North along the West Boundary of Lot 18 for 40.6 feet, to the North Right-of-Way Line of the Highway; thence S. 80°14' E. along said R. O. W. Line for 2420.4 feet, to the East Boundary of Lot 1; thence South 81.2 feet, to the South R. O. W. Line of the Highway; thence N. 80°14' W. for 8420.4 feet, to the West Boundary of Lot 18; thence North along said Lot Line for 40.6 feet, to the point of beginning.

Said Right-of-Way contains 6.261 acres, of which 4.739 acres are contained in the Right-of-Way of the Present Road, leaving a remainder of 1.542 acres of cultivated land to be acquired.

School District No. 8

Conveys all of the land situated within the Right-of-Way of the Highway; said Highway is located in Lot 8, Sec. 31, T. 7 S., R. 87 W. of the 6th P. M. Said Right-of-Way extends 40.0 feet on the South Side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 804+72.4, a point on the West Property Line of District No. 8, whence the NE Corner of Sec. 31 bears N. 53°50' E. a distance of 1972.1 feet; thence Due South along said Property Line for 40.6 feet, to the South Right-of-Way Line of the Highway; thence S. 80°14' E. along said R. O. W. Line for 250.0 feet, to the East Property Line of District No. 8; thence Due North along said Property Line for 40.6 feet, to the Centerline of the Highway; thence N. 80°14' W. along said Centerline for 250.0 feet, to the point of beginning.

Said Right-of-Way contains 0.230 acres, of which 0.173 acres are contained in the Right-of-Way of the Present Road, leaving 0.057 acres of uncultivated land to be acquired.

P. T. BURNS

Conveys all of the land situated within the Right-of-Way of the Highway; said Highway is located in Lot 8, Sec. 31, T. 7 S., R. 87 W., and Lot 5, Sec. 32, T. 7 S., R. 87 W. of the 6th P. M. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 804+42.4, an intersection of the Centerline with the West Boundary Line of Lot 8, Sec. 31, T. 7 S., R. 87 W. of the 6th P. M., whence the NE Corner of said Sec. 31 bears N. 53°28' E. for 1993.6 feet; thence Due North for 40.6 feet, along said Lot Line, to the North Right-of-Way Line of the Highway; thence along said R. O. W. Line S. 80°14' E. for 2374.3 feet, to the East Property line of P. T. Burns; thence along said Property line Due South for 81.2 feet, to the South Right-of-Way Line of the Highway; thence along said R. O. W. Line N. 80°14' W. for 2094.3 feet, to the East Property line of School District No. 8; thence Due North along said Property line for 40.6 feet, to the Centerline of the Highway; thence N. 80°14' W. along said Centerline for 280.0 feet, to the West Property Line of School District No. 8; thence Due South along said Property line for 40.6 feet, to the South R. O. W. Line of the Highway; thence N. 80°14' W. along said R. O. W. Line for 30.0 feet, to the West Boundary Line of Lot 8; thence Due North along said Lot Line for 40.6 feet, to the point of beginning.

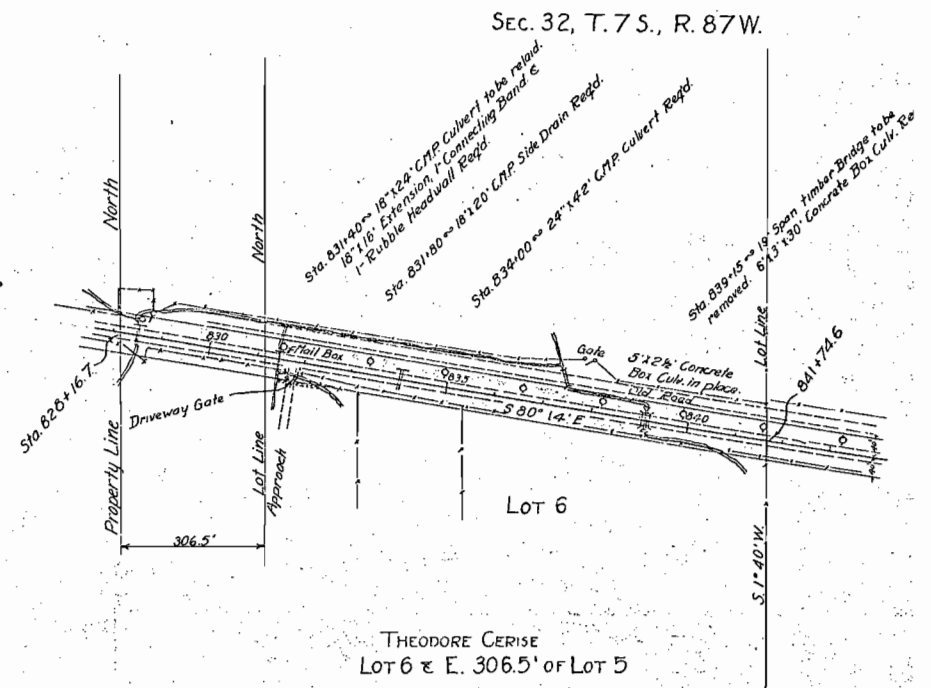
Said Right-of-Way contains 4.131 acres, of which 3.270 acres are contained in the Right-of-Way of the Present Road, leaving 0.861 acres of cultivated land to be acquired.

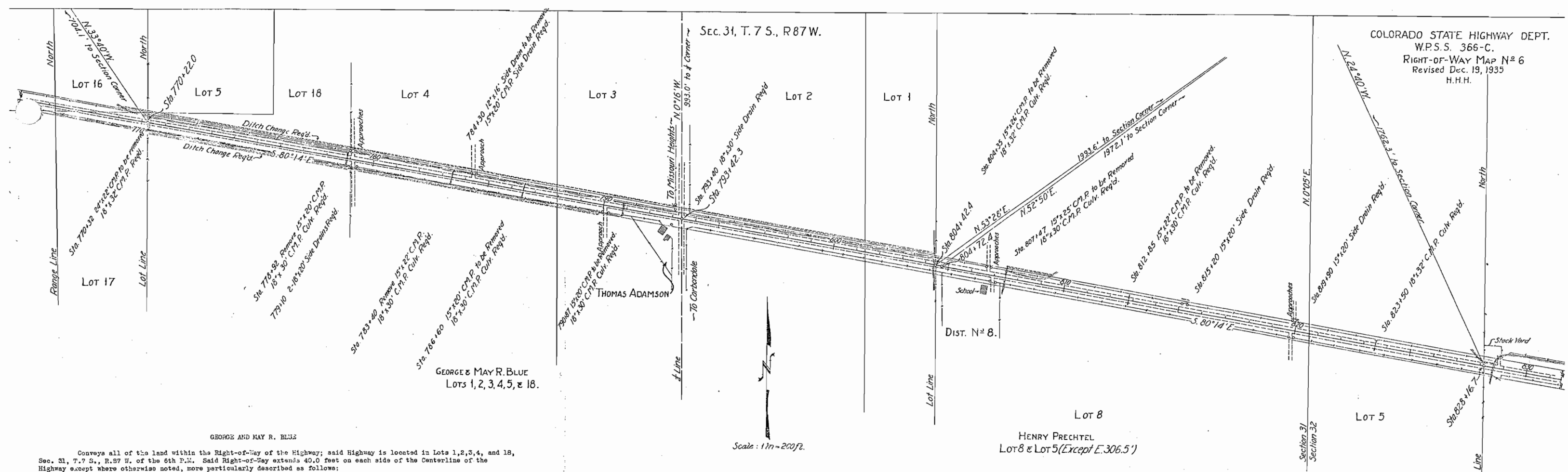
THEODORE CERISE

Conveys all of the land situated within the Right-of-Way of the Highway; said Highway is located in the East 306.5 feet of Lot 5, and in Lot 6, Sec. 32, T. 7 S., R. 87 W. of the 6th P. M. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 828+16.7, an intersection of the Centerline of the Highway and the West Property line of Theodore Cerise, whence the NW Corner of Sec. 32 bears N. 24°40' W. for 1762.3 feet; thence along said Property Line, Due North for 40.6 feet, to the North R. O. W. Line of the Highway; thence along said R. O. W. Line, S. 80°14' E. for 1359.1 feet, to the East Boundary of Lot 6; thence along said Lot Line, S. 1°40' W. for 80.8 feet, to the South R. O. W. Line of the Highway; thence along said R. O. W. Line, N. 80°14' W. for 1356.7 feet, to the West Property line of Theodore Cerise; thence along said Property Line, Due North for 40.6 feet, to the point of beginning.

Said Right-of-Way contains 2.494 acres, of which 1.871 acres are contained in the Right-of-Way of the Present Road, leaving 0.623 acres to be acquired, of which 0.103 acres are cultivated land, and 0.520 acres are uncultivated land.





GEORGE AND MAY R. BLUE

Conveys all of the land within the Right-of-Way of the Highway; said Highway is located in Lots 1, 2, 3, 4, and 18, Sec. 31, T.7 S., R.87 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway except where otherwise noted, more particularly described as follows:

Beginning at Centerline Station 770+22.0, an intersection of the Centerline of the Highway and the West Boundary of Lot 18, whence the NW Corner of Sec. 31 bears N.33°40'W. a distance of 704.1 feet; thence North along said Lot Line for 40.6 feet, to the North Right-of-Way Line of the Highway; thence S.80°14'E. along said R.O.W. Line for 3420.4 feet, to the East Boundary of Lot 1; thence South along said Lot Line for 81.2 feet, to the South R.O.W. Line of the Highway; thence N.80°14'W. along said R.O.W. Line for 1099.9 feet, to the North-and-South  $\frac{1}{2}$  Line of Sec. 31; thence N.0°16'W. along said  $\frac{1}{2}$  Line for 40.6 feet, to Centerline Station 793+42.3; thence N.80°14'W. along said Centerline for 241.2 feet, to an intersection of the extension of the Southwest Property line of Thomas Adamson; thence approximately S.34°E. along said extension for approximately 55.4 feet, to the South R.O.W. Line of the Present Road; thence continuing on the above bearing, approximately S.34°E., along the Southwest Fence Line of Thomas Adamson for approximately 20.0 feet, to the South R.O.W. Line of the Highway; thence N.80°14'W. along said R.O.W. Line for approximately 2110.5 feet, to the West Boundary line of Lot 18; thence North along said Lot Line for 40.6 feet, to the point of beginning.

Said Right-of-Way contains 6.069 acres, of which 4.604 acres are contained in the Right-of-Way of the Present Road, leaving 1.465 acres of cultivated land to be acquired.

THOMAS ADAMSON

Conveys all of the land within the Right-of-Way of the Highway. Said Highway is located in Lot 3, Sec. 31, T.7 S., R.87 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on the South side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 793+42.3, a point on the North-and-South  $\frac{1}{2}$  Line of Sec. 31, whence the North  $\frac{1}{2}$  Corner of Sec. 31 bears N.0°16'W. a distance of 993.0 feet; thence S.0°16'E. along said  $\frac{1}{2}$  Line for 40.6 feet, to the South Right-of-Way Line of the Highway; thence N.80°14'W. along said R.O.W. Line for approximately 210.0 feet, to the point of intersection of the R.O.W. Line and the Fence Line bounding the Thomas Adamson property on the Southwest side; thence approximately N.34°W. along said Fence Line for approximately 20.0 feet, to the intersection of said Fence Line with the South R.O.W. Line of the Present Road; thence continuing on the above bearing, approximately N.34°W., for approximately 55.4 feet, to Centerline Station 791+01.1; thence S.80°14'E. along said Centerline for 241.2 feet, to the point of beginning.

Said Right-of-Way contains approximately 0.212 acres, of which 0.135 acres are contained in the Right-of-Way of the Present Road, leaving 0.077 acres of uncultivated land to be acquired.

SCHOOL DISTRICT NO. 8

Conveys all of the Land within the Right-of-Way of the Highway. Said Highway is located in Lot 8, Sec. 31, T.7 S., R.87 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on the South Side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 804+42.4, a point on the West Property Line of District No. 8, whence the NW Corner of Sec. 31 bears N.53°28'E. a distance of 1993.6 feet; thence Due South along said Property Line for 40.6 feet, to the South Right-of-Way Line of the Highway; thence S.80°14'E. along said R.O.W. Line for 250.0 feet, to the East Property Line of District No. 8; thence Due North along said Property Line for 40.6 feet, to the Centerline of the Highway; thence along said Centerline for 250.0 feet, to the point of beginning.

Said Right-of-Way contains 0.230 acres, of which 0.173 acres are contained in the Right-of-Way of the Present Road, leaving 0.057 acres of uncultivated land to be acquired.

HENRY PRECHTEL

Conveys all of the land within the Right-of-Way of the Highway. said Highway is located in Lot 8, Sec. 31, T.7 S., R.87 W., and Lot 5, Sec. 32, T.7 S., R.87 W. of the 6th P.M., less a strip of land 306.5 wide on the East side of said Lot 5. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway except where otherwise noted, more particularly described as follows:

Beginning at Centerline Station 804+42.4, an intersection of the Centerline with the West Boundary of Lot 8, whence the NW Corner of Sec. 31 bears N.53°28'E. for 1993.6 feet; thence Due North along said Lot Line for 40.6 feet, to the North Right-of-Way Line of the Highway; thence along said R.O.W. Line S.80°14'E. for 2374.3 feet, to the East Property Line of Henry Prechtel; thence along said Property Line Due South for 81.2 feet, to the South R.O.W. Line of the Highway; thence along said R.O.W. Line N.80°14'W. for 2094.3 feet, to the East Property Line of School District No. 8; thence Due North along said Property Line for 40.6 feet, to the Centerline of the Highway; thence N.80°14'W. along said Centerline for 250.0 feet, to the West Property Line of School District No. 8; thence Due South along said Property Line for 40.6 feet, to the South R.O.W. Line of the Highway; thence N.80°14'W. along said R.O.W. Line for 30.0 feet, to the West Boundary of Lot 8; thence Due North along said Lot Line for 40.6 feet, to the point of beginning.

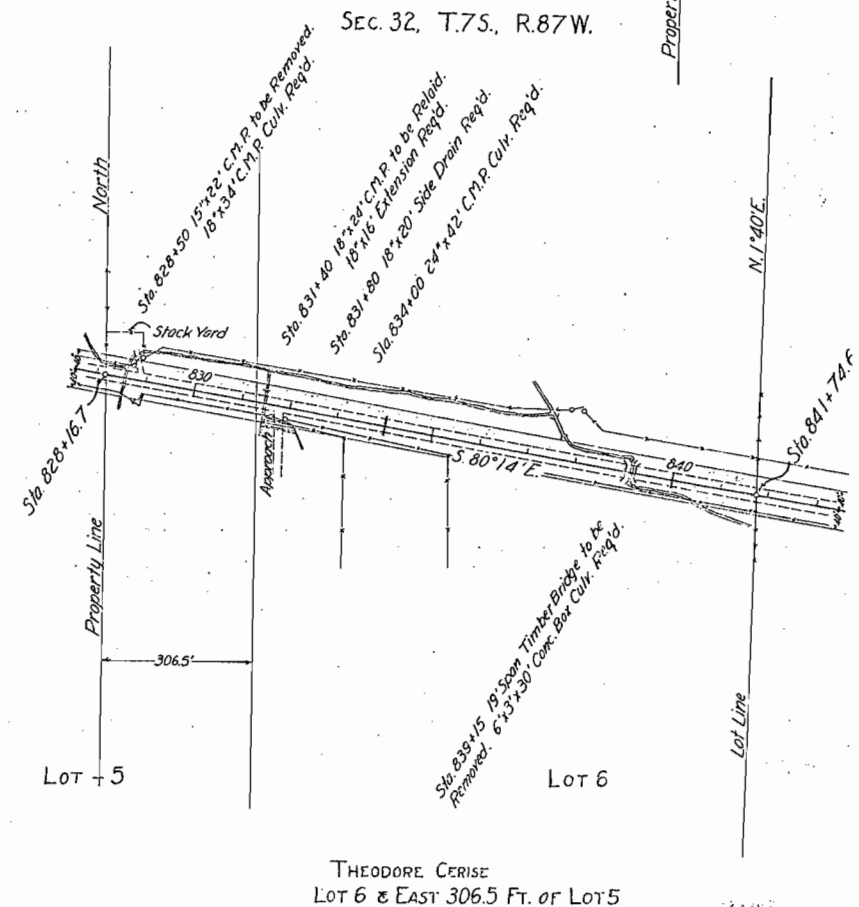
Said Right-of-Way contains 4.151 acres, of which 3.270 acres are contained in the Right-of-Way of the Present Road, leaving 0.881 acres of uncultivated land to be acquired.

THEODORE CERISE

Conveys all of the land within the Right-of-Way of the Highway. Said Highway is located in the East 306.5 feet of Lot 5, and in Lot 6, Sec. 32, T.7 S., R.87 W. of the 6th P.M. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway, more particularly described as follows:

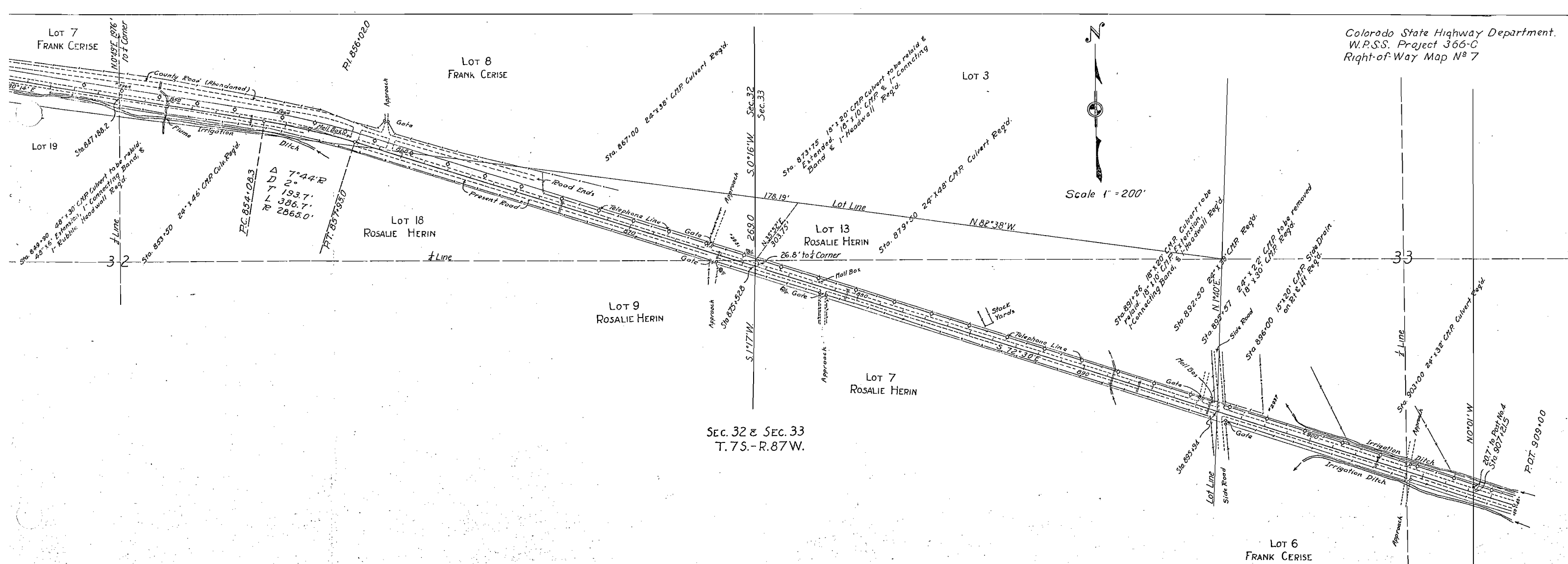
Beginning at Centerline Station 826+16.7, an intersection of the Centerline of the Highway and the West Property line of Theodore Cerise, whence the NW Corner of Sec. 32 bears N.24°40'W. for 1762.3 feet; thence along said Property Line Due North for 40.6 feet, to the North Right-of-Way Line of the Highway; thence along said R.O.W. Line, S.80°14'E. for 1359.1 feet, to the East Boundary of Lot 6; thence along said Lot Line, S.1°40'W. for 60.9 feet, to the South R.O.W. Line of the Highway; thence along said R.O.W. Line N.90°14'W. for 1356.7 feet, to the West Property Line of Theodore Cerise; thence along said Property Line Due North for 40.6 feet, to the point of beginning.

Said Right-of-Way contains 2.494 acres, of which 1.871 acres are contained in the Right-of-Way of the Present Road, leaving 0.623 acres to be acquired, of which 0.103 acres are cultivated land, and 0.520 acres are uncultivated land.



THEODORE CERISE

LOT 6 & EAST 306.5 FT. OF LOT 5



FRANK CERISE

Conveys all of the land within the Right-of-Way of the Highway; said Highway is located in Lots 7 & 8, Sec. 32, T.7 S. R.87 W. of the 6th. P.M. Said Right-of-Way extends 40.0 feet on each side of the Centerline of the Highway, more particularly described as follows:

Beginning at a point on the South Right-of-Way Line of the Highway and on the North-and-South  $\frac{1}{2}$  Line of Sec. 32, whence Centerline Station 847 + 88.2 bears N.  $0^{\circ}49'$  E for 40.5 ft., and the North  $\frac{1}{4}$  Corner of Sec. 32 bears N.  $0^{\circ}49'$  E for 2016.5 ft.; thence S.  $80^{\circ}14'$  E along said R.O.W. Line for 613.8 ft.; thence on a curve to the right, with a radius of 2825.0 ft., for 216.3 ft., to the South Boundary of Lot 8; thence N.  $82^{\circ}38'$  W along said Lot Line for 492.0 ft., to the North R.O.W. Line of the Highway; thence N.  $72^{\circ}30'$  W. along said R.O.W. Line for 619.9 ft.; thence on a curve to the left, with a radius of 2905.0 ft., for 392.1 ft.; thence N.  $80^{\circ}14'$  W for 1259.4 ft., to the West Boundary of Lot 7; thence S.  $1^{\circ}40'$  W along said Lot Line for 80.8 ft., to the South Right-of-Way Line of the Highway; thence S.  $80^{\circ}14'$  E. along said R.O.W. Line for 614.2 ft., to the point of beginning.

Said Right-of-Way contains 3.118 acres, of which 2.338 acres are contained in the Right-of-Way of the present Road, leaving 0.780 acres, of which 0.590 acres are cultivated land and 0.390 acres are uncultivated land to be acquired.

ROSALIE HERIN

Conveys all of the land within the Right-of-Way of the Highway; said Highway is located in Lots 9 & 18, Sec. 32 and Lots 7 & 13, Sec. 33; T.7S. R.87W of the 6th. P.M. Said Right-of-Way extends 40.0 ft. on each side of the centerline of the Highway, more particularly described as follows:

Beginning at a point on the South Right-of-way Line of the Highway and on the West boundary of Sec. 33, whence Centerline Station 875 + 52.8 bears N.  $1^{\circ}17'$  E. for 41.7 ft. and the West  $\frac{1}{2}$  corner of Sec. 33 bears N.  $1^{\circ}17'$  E for 68.5 ft.; thence S.  $72^{\circ}30'$  E along said R.O.W. Line for 2040.9 ft. to the East Boundary of Lot 7; thence N.  $1^{\circ}40'$  E. along said Lot Line for 83.2 ft., to the North R.O.W. Line of the Highway; thence N.  $72^{\circ}30'$  W. along said R.O.W. Line for 3467.2 ft., to the North boundary of Lot 18; thence N.  $82^{\circ}30'$  W. along said Lot Line for 492.0 ft. to the South R.O.W. Line of the Highway; thence along said R.O.W. Line on a curve to the right, with a radius of 2825.0 ft., for 165.0 ft.; thence S.  $72^{\circ}30'$  E for 1769.4 ft., to the point of beginning.

Said Right-of-Way contains 6.633 acres, of which 5.124 acres are contained in the Right-of-Way of the present road, leaving 1.709 acres of cultivated land to be acquired.

FRANK CERISE

Conveys all of the land situated within the Right-of-Way of the Highway. Said Highway is located in Lot 6 and NW  $\frac{1}{4}$  of SE  $\frac{1}{4}$  of Sec. 33, T.7 S., R. 87 W. of the 6th. P.M. Said Right-of-Way extends 40.0 ft. on each side of the Centerline of the Highway, more particularly described as follows:

Beginning at Centerline Station 907 + 21.5, a point on the East Boundary of Garfield County, whence Post No.4 on said County Line bears N.  $0^{\circ}01'$  W a distance of 20.7 ft.; thence N  $0^{\circ}01'$  W along said County Line for 41.9 ft. to the North Right-of-Way Line of the Highway; thence N.  $72^{\circ}30'$  W. along said R.O.W. Line for 1126.2 feet to the West Boundary of Lot 6; thence S.  $1^{\circ}40'$  W along said Lot Line for 85.2 ft., to the South R.O.W. Line of the Highway; thence S.  $72^{\circ}30'$  E along said R.O.W. Line for 1128.8 ft., to the East Boundary of Garfield County; thence N.  $0^{\circ}01'$  W. along said County Line for 41.9 ft.; to the point of beginning.

Said Right-of-Way contains 2.007 acres, of which 1.735 acres are contained in the Right-of-Way of the present road, leaving 0.272 acres of cultivated land to be acquired.

| FED. ROAD DIST. NO. | STATE | PROJ. NO.  | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|------------|-----------|--------------|
| 3                   | COLO. | WPSS-366-C |           |              |

Map #7

SCALE - 1" = 100'

NOTE: Map Showing the Relative Positions and Conflict of the Rights of Way of the Denver & Rio Grande RR (Aspen Branch) and the Colorado Midland RR (Abandoned)

