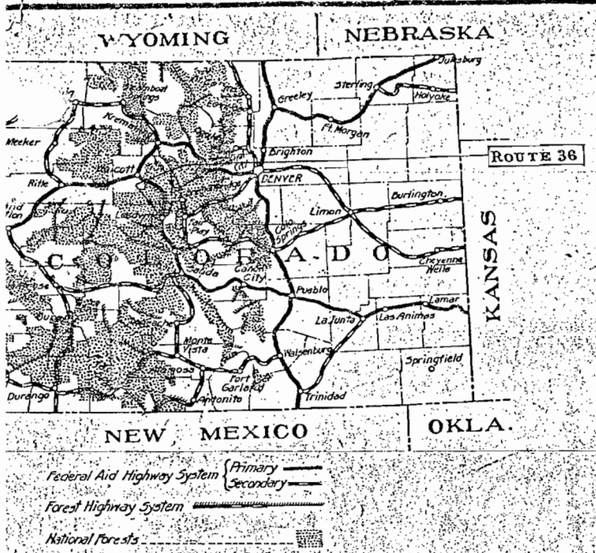
INST. NO.	STATE	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
3	Colo.	36	G	1	

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

S FO[redacted]ED

PROJECT "N.R." 36-G
ROUTE 36 TENNESSEE PASS HIGHWAY
LEADVILLE TO MINTURN
35 MILES CLASS II
COLORADO FOREST HIGHWAY SYSTEM

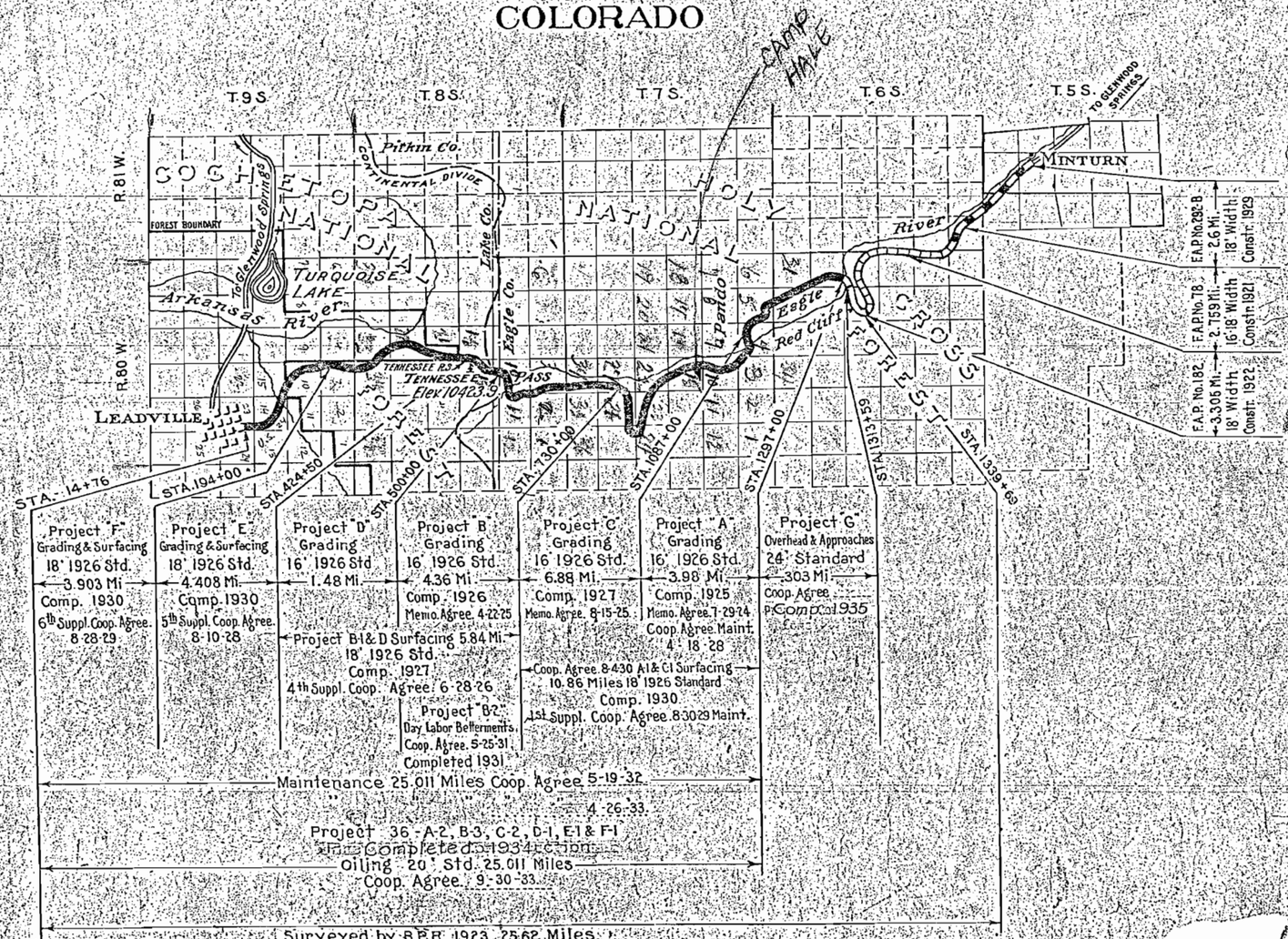
HOLY CROSS & COCHETOPA NATIONAL FORESTS
LAKE & EAGLE COUNTIES
COLORADO



INDEX TO SHEETS

SHEET NO.	DESCRIPTION	STATION	TO STATION
1	Title sheet		
2	Typical Sections		
3	Summary		
Rev. 37	Plan & Profile	1297+00	1313+59
Rev. D3	-STD-117		
D3	-STD-129		
R.G. 475	-A to S Incl. Bridge & Overcrossing		
D3	-STD-137		
C-5	Cross Sections	1297+00	-1313+59

Tennessee Pass N & S



INDEX MAP

Scale Miles 0 1 2 3 4 5 6

Estimate Route	Surveyed Route	Existing Road	Grading	Gravel, Broken Stone or Macadam	Paving

APPROVED:- _____ Date _____ 19__
DISTRICT ENGINEER, U.S. BUREAU OF PUBLIC ROADS

APPROVED:- _____ Date _____ 19__
REGIONAL FORESTER, U.S. FOREST SERVICE

APPROVED:- _____ Date _____ 19__
STATE HIGHWAY ENGINEER, STATE OF COLORADO

3. Colo. Rest. Leadville 3
Revised 9-12-23

DVILLE

BEGINNING OF PROPOSED CONSTRUCTION - SECTION "F"

STA. -14+76 — 1929

Beginning of Survey. Leadville Section

-14+76

Permanent ℄ Monument

ST.

12TH

City Limit

13TH ST.

14TH ST.

15TH ST.

16TH ST.

17TH ST.

-11+20 18" C.M.P. 40' Long. 2-Hdwls.

-8+75 18" C.M.P. 40' Long. 2-Hdwls.

-7+75 18" C.M.P. 40' Long. 2-Hdwls.

-6+50 18" C.M.P. 40' Long. 2-Hdwls.

-1+50 18" C.M.P. 20' Long. 2-Hdwls.

01+52 Bench Mark 18" C.M.P. 20 Long (2-Hdwls.)

1+50 Reg. 24° C.M.P.

Store Hs.

Business Houses

Shores

Dwelling

Stakes and Scale Hs.

Power Line

Tel. Line

Tel and Power Lines

POPLAR ST.

"D" Line

N. 15° 26' W.

Cottage

Depot

D. & R. G. W. R.R. LEADVILLE BRANCH

Use this line As Constructed

Arkansas Jct.

N. 19° 58' E.

P.T. 4+21.3 Bk. = 4+60.8 Ah.

Δ = 35° 19' R.
D = 5° 40'
T = 321.9'
L = 823.2'

P.C. 2+01.9

T. 9 S. R. 80 W.

True North 15° 20'

9° 70 Reg. 24° C.M.P.

11+00 Pat.

Mine Track

Concrete Dump

Tel. Line

R.R. Xing

Power Line

Wire House

Sect. House

Dwelling Tel. Line

12-1936

The Alignment & Grade as hereon shown are subject to adjustment.

Clearing and Grubbing - Light Pine and Brush

Right of Way 40' each side

As Constructed

0.857%

+1.667%

0.461%

+1.85

+3.5

+7.75

350' V.C.

200' V.C.

100' V.C.

SHORT STATION 4 T.O.5 60.5 FT.

EQUATION 4+21.3 Bk. = 4+60.8 Ah.

-5+22.5 ℄ Tracks Average Elev. 2 Hdwls 88.14

-2+15.30 ℄ Tracks Average Elev. 2 Hdwls 67.2

1+50 Reg. 18° C.M.P. Curve 30' Long 2 Hdwls.

2+75 18" C.M.P. 30' Long 2 Hdwls.

4+67 18" C.M.P. 30' Long 2 Hdwls.

10+00 Reg. 24° C.M.P. Curve 30' Long 2 Hdwls.

-14+55 18" C.M.P. 48' Long 2 Hdwls. Permanent B.M. set in top of Rt. Hdwl. of above Culvert Elev. 101.80.63

-11+60 18" C.M.P. 40' Long 2 Hdwls.

-2+85 18" C.M.P. 50' Long 2 Hdwls.

P.C. 2+01.9

01.72.0

01.69.42

01.67.49

01.66.00

01.68.27

01.71.35

01.72.00

01.72.83

01.76.16

01.77.00

01.77.50

P.I. 01.72.00

P.I. 01.77.00

10+72.83

10+77.50

Plug 10+00.00

Plug 10+72.83

Plug 10+77.50

Plug 11+00.00

Plug 11+60.00

Plug 11+72.83

Plug 12+00.00

Plug 12+77.50

Plug 13+00.00

Plug 13+24.23

To Sta. 23+50

Uncl. Excav. 2530 Cu. Yds.
Embt. 2129 "
Borrow 121 "

As Constructed Quantities

Uncl. Excav.	544 Cu. Yds.
Embt.	593 "
Borrow	494 "

To be Surfaced and graded to shape only.

Prism Quantities Shown.

10,190
10,180
10,170
10,160
10,150
10,140
10,130
10,120
10,110

14 13 12 11 10 9 8 7 6 5 4 3 2 1 00 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

PLATE I PLAN-PROFILE R. P. & S. RAILROAD

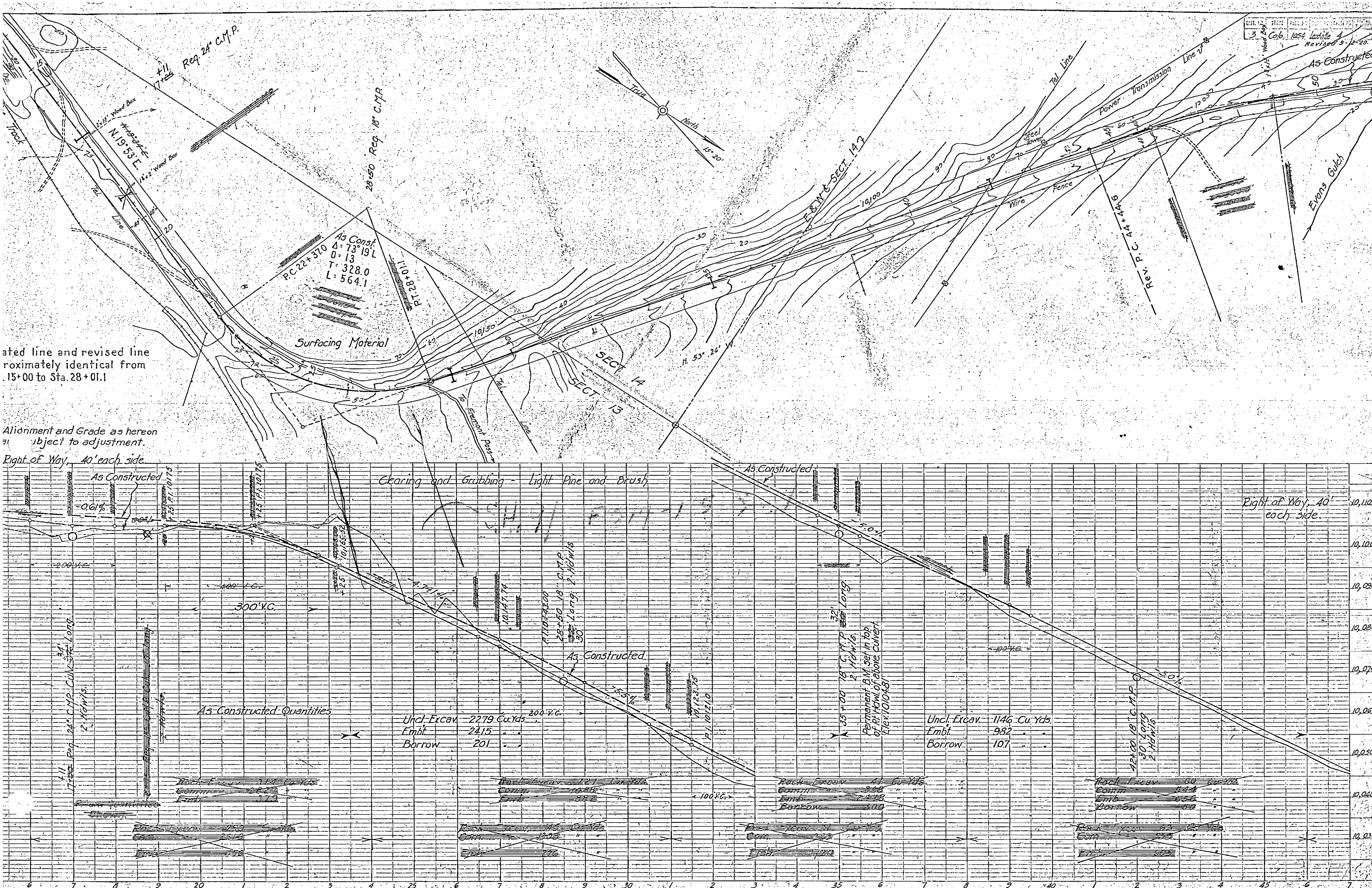


PLATE 1 PLAN-PROFILE U.P.R. STANDARD

As Constructed 1930. Tennessee Pass. Leadville Section. 1923

Revised 9-29

Use this line

As Constructed

48+00 Proj. 24" C.M.P.

60+00 Proj. 18" C.M.P. Culv.

Δ = 24°00' R
D = 1°50'
T = 664.4'
L = 1309.1'

As Const.
Δ = 90°55' L
D = 10°
T = 582.2
L = 909.2

Rev. P.T. 57+53.7 Bk.
57+55.4 Ah.

N. 29°-26' W.

Permanent Monument

R.C. 65+08.3

N. 41° 26' W.

True North

N. 16°50' W.

73+33.1 Ah.
P.T. 74+17.5 Bk.

Rev. P.T. 73+74.9

Rev. P.C. 75+26

S. 59°-39' W.

E. FK. ARKANSAS RIVER

SECT. 14

SECT. 11

Rev. 1929

Rev. Δ 49° 31' R
D 8° 00'
T 285.9
L 544.0

Prop'd. Channel Change

Rev. P.T. 80+70

P.I. 71+10.3

Wire Fence

Evans Gulch

Alignment & Grade as hereon are subject to adjustment.

Right of Way - 40' each side.

Clearing and Grubbing - Light Pine and Brush

As Constructed Quantities.
Uncl. Excav. 516 Cu. Yds.
Emb't 421 "
Borrow 98 "

Prism Quantities Shown.
Rock Excav. 50 Cu. Yds.
Comm. 442 "
Emb. 1160 "
Borrow 750 "

Rock Excav. 110 Cu. Yds.
Comm. 1208 "
Emb. 996 "

Uncl. Excav. 1937 Cu. Yds.
Emb't. 1745 "
Borrow 826 "

Rock Excav. 66 Cu. Yds.
Comm. 592 "
Emb. 1870 "
Borrow 1250 "

Uncl. Excav. 1345 Cu. Yds.
Emb't. 1076 "
Borrow 25 "

Revised Quantities
Rock Excav. 83 Cu. Yds.
Comm. 750 "
Emb. 751 "

Rock Excav. 54 Cu. Yds.
Comm. 218 "
Emb. 320 "

Rock Excav. 99 Cu. Yds.
Comm. 894 "
Emb. 1565 "
Borrow 600 "

Revised Quantities
Rock Excav. 102 Cu. Yds.
Comm. 918 "
Emb. 968 "

Rock Excav. 154 Cu. Yds.
Comm. 1392 "
Emb. 1335 "

SHORT STATION
57 TO 58
98.3 FT.

LONG STATION
73 TO 75
284.4 FT.

P.I. 997+00

P.I. 993+00

P.I. 991+68

P.I. 991+40

200' V.C.

100' V.C.

-3.60%

+2.68%

48" C.M.P. 24" C.M.P.

56+00 18" C.M.P. 32' Long 2 Hdwls.

66+40 24" C.M.P. 36' Long 2 Hdwls.

71+05 18" C.M.P. 28' Long 2 Hdwls.

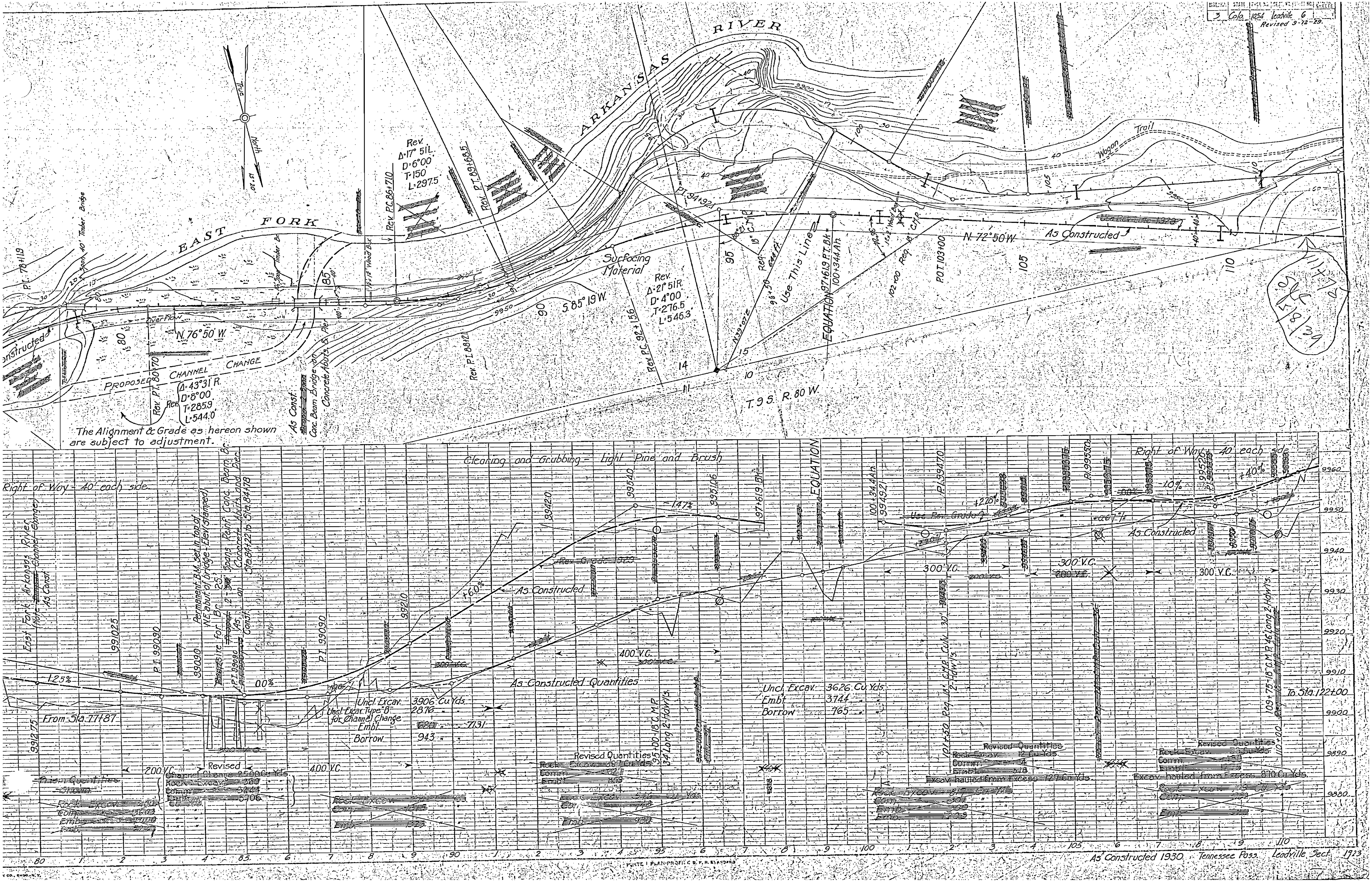
48" Long 2 Hdwls.

9980
9970
9960
9950
9940
9930
9920
9910
9900

ENGR. N.Y.

PLATE I PLAN-PROFILE B. P. R. STANDARD

As Constructed 1930. Tennessee Pass. Leadville Sect. 1923


3 Colo. 1054 Leadville 6
Revised 9-12-29.
ARKANSAS RIVER
EAST FORK
True North
15°20'
P.T. 78+11.9
40' Span 40' Timber Bridge
Timber Br.
15"x 18" Wood Box
Rev. Δ=17° 51'L. D=6°00' T=150' L=297.5'
Rev. P.C. 86+71.0
Rev. P.T. 89+68.5
Rev. P.I. 88+12.1
Overflow
N. 76°50' W.
80
85
Rev. P.T. 80+70
PROPOSED CHANNEL CHANGE
Rev. Δ=43°31' R. D=8°00' T=285.9' L=544.0'
As Const.
Conc. Beam Bridge
Concrete Abuts. & Pier
The Alignment & Grade as hereon shown are subject to adjustment.
Surfacing Material
Rev. Δ=21° 51'R. D=4°00' T=276.5 L=546.3'
S. 85° 19' W.
90
Rev. P.C. 92+15.6
P.I. 94+92.1
95
88°21' 18" C.M.P.
Req. 64.4 ft.
96+50
N.39°07'E.
Use This Line
EQUATION 97+61.9 P.T. Bk = 100+34.4 Ah.
102+00 Req. 18" C.M.P.
12x12 Wood Box
P.O.T. 103+00
N. 72°50' W.
As Constructed
105
110
Wagon Trail
9950
9900
14
15
11
10
T. 9 S. R. 80 W.
Clearing and Grubbing – Light Pine and Brush
Right of Way – 40' each side
East Fork Arkansas River (Note Channel Change) As Const.
9912.75
9910.25
P.I. 9909.0
9909.0
Permanent B.M. set in top of N.E. abut. of bridge – Elev. (stamped)
Site for Br. 25' Spans Reinf. Conc. Beam Br. on Concrete Abuts. and Pier Sta. 84+22 to Sta. 84+78
P.I. 9909.0
1.25%
0.0%
From Sta. 77+87
9921.0
+6.0%
As Constructed
9942.0
Rev. Grade 1929
9954.0
-1.47%
9951.06
97+61.9 Bk.
EQUATION
100+34.4 Ah.
9949.21
P.I. 9947.0
+2.28%
Use Rev. Grade?
P.I. 9955.0
0.0%
-1.0%
+0.67%
P.I. 9952.0
+4.0%
As Constructed
400' V.C.
300' V.C.
200' V.C.
As Constructed Quantities
Uncl. Excav. 3906 Cu. Yds.
Uncl. Excav. Type "B" for Channel Change 2876
Embt. 7131
Borrow 943
95+00 18" C.M.P. 34' Long 2 Hdw'ls.
Uncl. Excav. 3626 Cu. Yds.
Embt. 3744
Borrow 765
101+50 Req. 18" C.M.P. Cun. 30' 2-Hdw'ls.
109+75 18" C.M.P. 46' Long 2 Hdw'ls.
110+00
To Sta. 122+00
Revised Quantities
Excav. hauled from Excess 127 Cu. Yds.
Excav. hauled from Excess 870 Cu. Yds.
9960
9950
9940
9930
9920
9910
9900
9890
9880
80 1 2 3 4 85 6 7 8 9 90 1 2 3 4 95 6 7 8 9 100 1 2 3 4 105 6 7 8 9 110
As Constructed 1930. Tennessee Pass. Leadville Sect. 1923
PLATE 1 PLAN-PROFILE C. B. P. R. STANDARD

Dist. No.	State	Fed. Aid	Sheet No.	Total Sheets
3	Colo.	1054	Leadville	7

Revised 5-12-29

SECT. 15 — SECT. 10 — Wagon Trail — Ditch — Wire Fence — Forest Boundary — Rev. Line 1929 — As Constructed — Use This Line — Rev. Grade 1929 — Use Rev. Grade 1929 — 1929 LINE CHANGE — Wire Fence — Permanent ℄ Monument — Beg. of Rev. Line 1929 P.C. 124+62.5 — C.M.P. — True Meridian — North — Use Line Line — Right of Way - 40' each side — 1929 LINE CHANGE Δ = 60°58 D = 3°30 T = 963.7 L = 1741.9

N. 55°20' W. — N. 72°50 W. — N. 11°52' W. — N. 5°58' E. — N. 6°8' E.

+1.67% — -1.45% — -0.38% — +1.40% — +1.714% — 0.857% — -2.48% — -1.33% — -1.875% — +2.095%

P.I. 99690 — P.I. 996464 — P.I. 996743 — P.I. 996800 — P.I. 995000 — P.I. 99508 — P.I. 99430 — P.I. 99450.00 — P.I. 99493.00 — P.I. 99477.0

300' V.C. — 200' V.C. — 20' V.C.

To 106+00 — P.T. 142+044.3 — P.C. 144+00

Irrig. Ditch No. 1 — 24" C.M.P. — 30" 2 Howls — 11400 Lbs. 24" C.M.P. Curve 25° Long — 12300 Lbs. 18" C.M.P. Curve 30° — Permanent B.M. set in top of nut of 2 Howls above Curve Elev 996464 — 12" Wood Box — 18" C.M.P. Req.

Revised Quantities
Rock Excav. 25 Cu. Yds.
Comm. 228 "
Embt. 660 "
Borrow 450 "

As Constructed Quantities
Uncl. Excav. 2496 Cu. Yds.
Embt. 2222 " To Sta. 142+04
Borrow 256 "

Rev.
Rock Excav. 218 Cu. Yds.
Comm. 2038 "
Embt. 2121 "
Borrow 50 "

As Constructed Quantities
Uncl. Excav. 0 Cu. Yds.
Embt. 2165 " To Sta. 144+00
Borrow 2075 "

Rev.
Embt. 1948 Cu. Yds.
Borrow 1080 "

As Constructed Quantities
Uncl. Excav. 0 Cu. Yds.
Embt. 2629 " To Sta. 147+00
Borrow 2504 "

Rev.
Embt. 1441 Cu. Yds.
Borrow 1550 "

Clearing and Grubbing - Light Pine and Brush

As Constructed Quantities
Uncl. Excav. 0 Cu. Yds.
Embt. 896 " To Sta. 172+00
Borrow 917 "

Rev.
Rock Excav. 5 Cu. Yds.
Comm. 4 "
Embt. 859 "
Borrow 600 "

Alignment & Grade as hereon are subject to adjustment.

PLATE 2 - PLAN-PROFILE OF R.R. & E. Ry.

As constructed 1930 - Tennessee Pass Line with E. Ry.

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36		Rev.8	

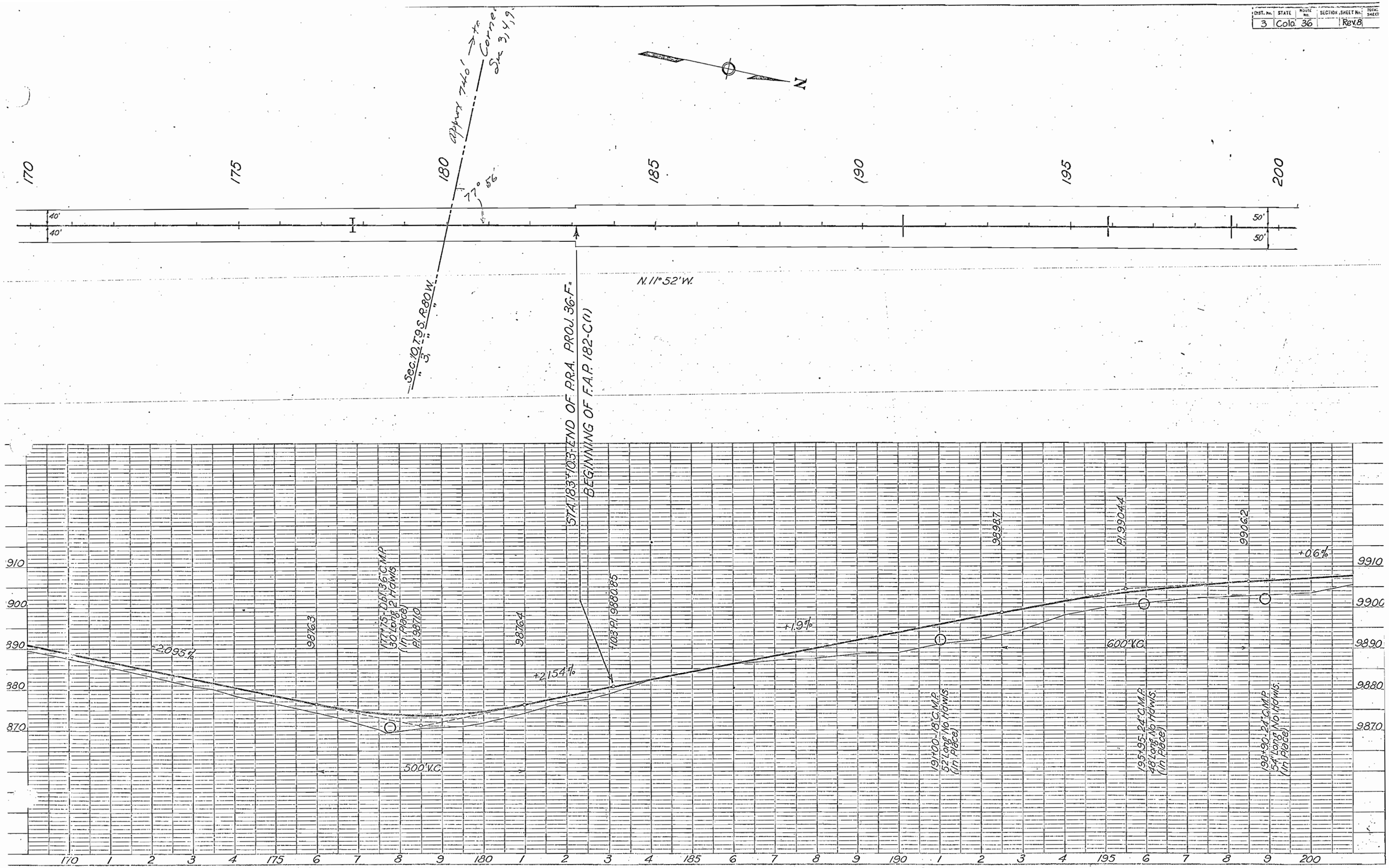


PLATE 1 - PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

As Constructed by State (1939) TENNESSEE PASS. Rev. 8

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36		Rev. 9	

N

To Malta & Leadville

P.C. 223+36.4

Δ = 2°09'
D = 0°30' L.
T = 215'
L = 430'

P.T. 227+66.4

200 205 210 215 220 225 230

50' 50' 50' 50' 100' 100' 100' 100' 50' 50'

N. 11° 52' W.

N. 14° 01' W.

D. & R.G.W.R.R.

To Tennessee Pass

STA. 205+00-END OF F.A.P. 182-C(U) = BEGINNING OF F.A.G.H. PROJ. 182-B(1)

205+00-24"C.M.P. 50' Long No Hdwls.

216+14.48 C.M.P. (Skew 83°) 130' Long No Hdwls.

212+08-36" C.M.P. 116' Long No Hdwls.

P.I. 99+17.9 Overhead Crossing Sta. 215+28.75 to Sta. 218+53.79 Rein. Conc. Pier & Abut. I Beam Superstructure and Conc. Floor

219+54-30" C.M.P. 158' Long No Hdwls.

225+23-36" C.M.P. 136' Long No Hdwls.

9950 9940 9930 9920 9910 9900

9910 P.I. 99+17.9 9923.9 +4.0% +0.6% 6.00' V.C. 9923.9 9921.9 +4.0% 1200' V.C. +1.5% 1000' V.C. P.I. 99+01.9

200 1 2 3 4 205 6 7 8 9 210 1 2 3 4 215 6 7 8 9 220 1 2 3 4 225 6 7 8 9 230

PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

As Constructed by State (1939) TENNESSEE PASS. Rev. 9

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36		Rev.10	

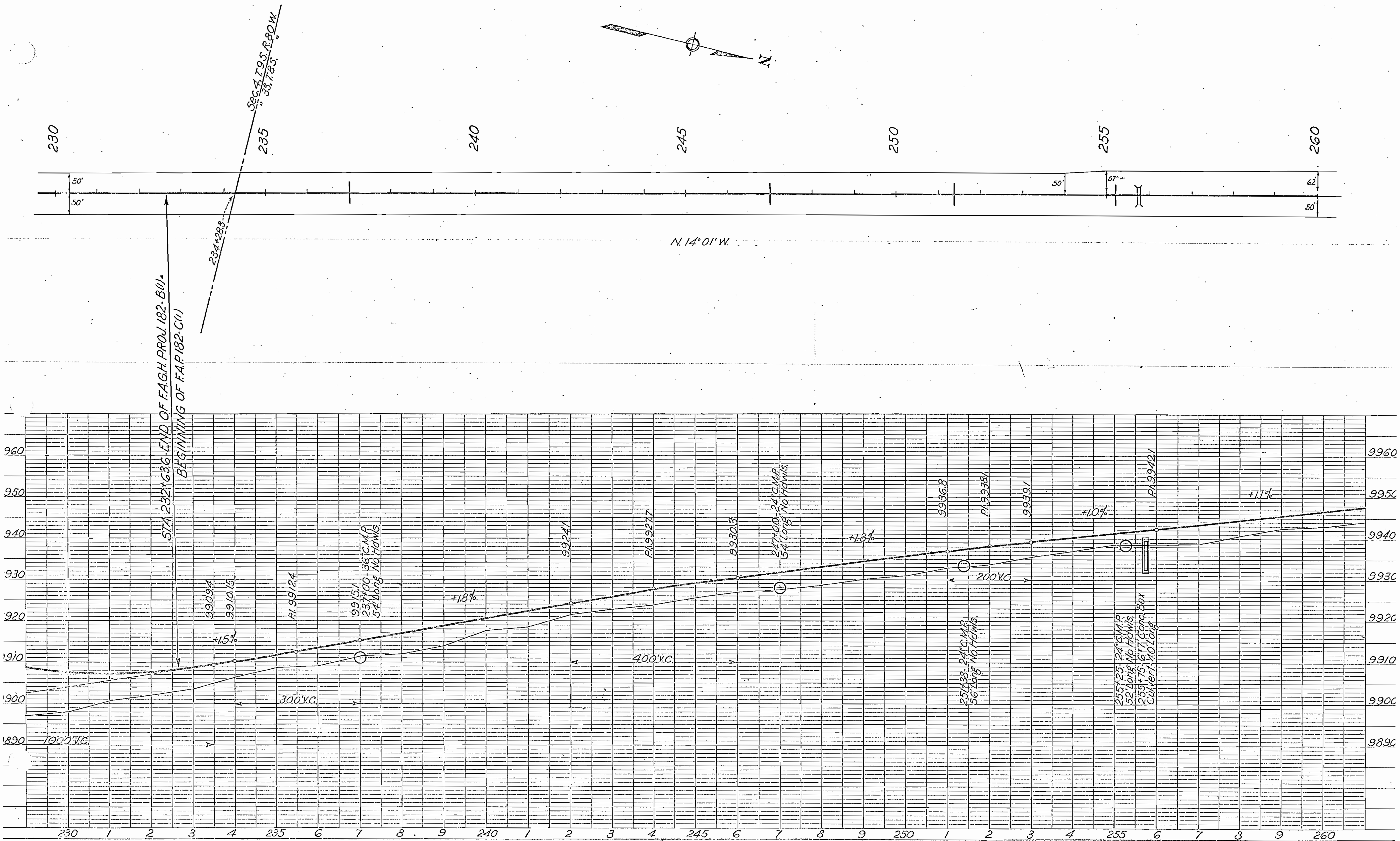
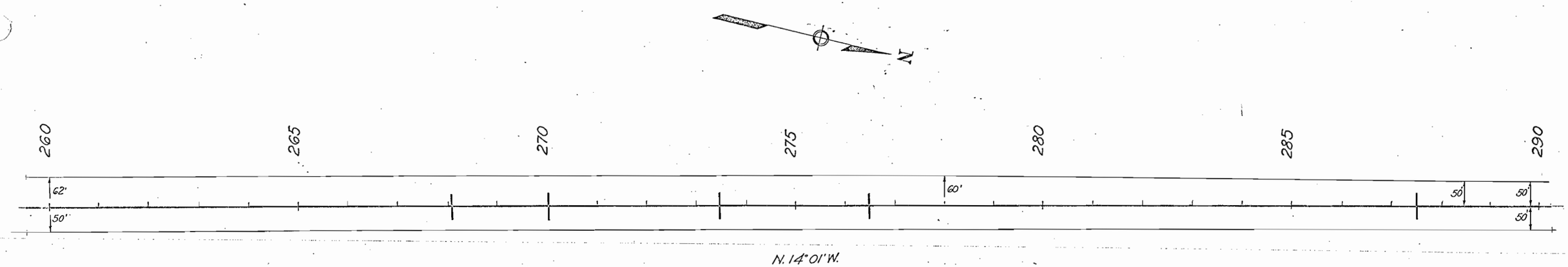


PLATE 1 - PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

As Constructed by State (1939) TENNESSEE PASS. Rev. 10

DIST. No.	STATE	ROUTE NO.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36		Rev. 11	



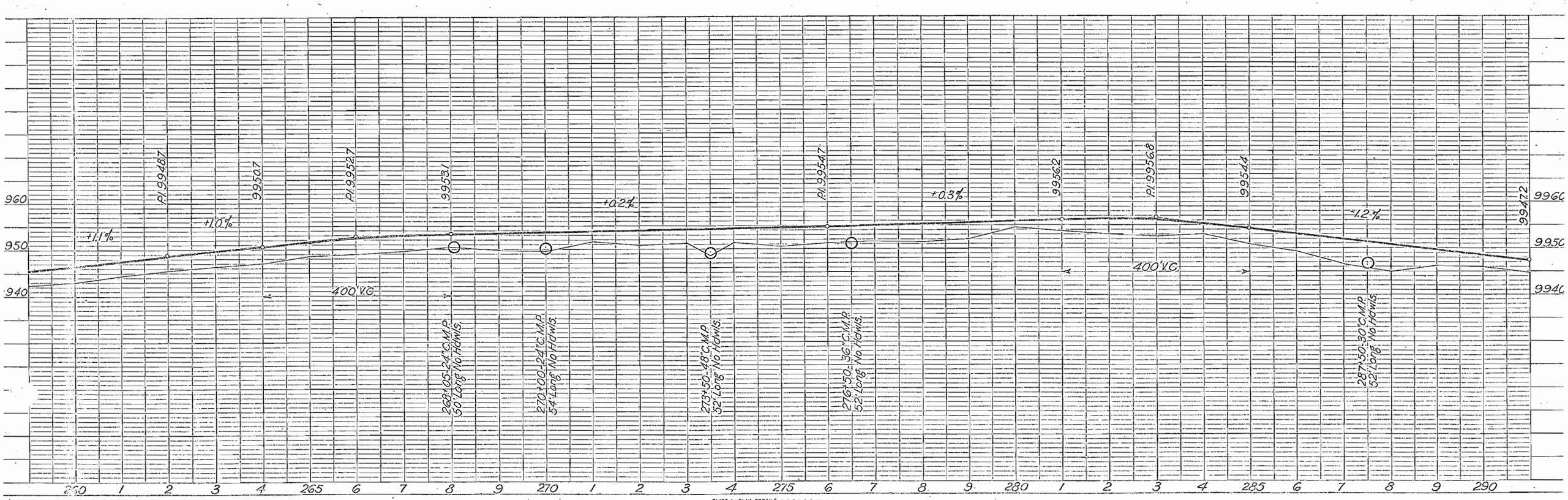


PLATE I—PLAN-PROFILE O. P. R. & P. R. E. STANDARD
WHITFELL & BEGER CO., NEW YORK.

As Constructed by State (1939) TENNESSEE PASS. Rev. 11

Unit No.	State	No.	Section	Sheet No.	Sheets
3	Colo.	36	E-2	9	

FOREST BOUNDARY

SEC. 33 T. 8 S. R. 80 W. 34

Δ=38°44'
D=6° L.
L=645.6'
TA=51°56'
T=576.2'

100' 100' To Leadville

D. & R. G. R. R.

SA=6°36'
L=220'

SA=6°36'
L=220'

(P.T. 286+22.07)

P.S. 279+75

(280+84.57)

P.S.C. 281+95

(Δ=75°15')
(D=14° L.)

(P.C. 289+33.6)

5°00' C.

P.C. 288+40.5

289+50

60.25

294

3449+63

445.2

786' to M.M. 278

P.T. 290+65.6

(Δ=63°07')
(D=10° Rt.)

N. 76°04' W.

Highway Sta. 290+78.2

Present Road

N. 24°08' W.

Present Road

50' 50'

270 275 280 285 290 295 300

33 34 27 28

299+74 Bk. = 300+50 Ah.

BEARING EQUATION
N. 36°08' W. Bk.
= N. 36°16' W. Ah.

EQUATION 303+77.0 Bk. = 306+01.0 Ah.

Δ = 39°48'
D = 4° R
T = 518.4'
L = 994.6'

P.C. 293+82.3

3451+78.6

47°10'

55°00'

100' To Redcliff

100'

The Alignment and Grade as hereon shown are subject to adjustment. Curves of 5° or over as hereon shown are to be spiraled.

No Clearing

8" Tile Drain Each Side

10,030
10,020
10,010
10,000
9,990
9,980
9,970
9,960
9,950
9,940

10,007.5

P.I. 10,006.5

9996.3

= 0.5%

4'x4' Concrete Box Culvert

400' V.C.

9988.7

P.I. 9976.5

9976.5

-1.1%

290+78.2 C.L. D.&R.G. Trk.

Top of Rail El. 9,997.60

-1.0%

200' V.C.

206+00 - 24" C.M.P. 48' long, 1 Hawl

9974.0

P.I. 9973.0

9970.8

-2.2%

H 7.5

Prism Quantities shown

Undl. Excav. 2022 Cu. Yd.
Embt 1670 " "

Undl. Excav. 6721 Cu. Yd.
Embt 1289 " "

To Sta. 303+77

PLATE 1 — PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

Tennessee Pass (Keeldar Underpass) 9 Rev.

N

295 300 305 325 330 335

50' 50' 50' 50' 40' 40' 40' 40'

N. 14°01'W.

P.C. 302+23.8

Δ = 15°02'
D = 3°30' R
T = 216'
L = 429.5'

EQUATION State P.T. 306+53.3 Bk. = P.R.A. 320+80.5 Ahd.

BEARING EQUATION
State N.1°01'E. Bk.
P.R.A. N 1°26'E. Ahd.

P.C. 329+69.6

Δ = 21°39'
D = 3° R
T = 365.2'
L = 721.7'

P.T. 336+91.3

STA. 306+53.3 Bk. END OF F.A.P. 182-C(1) = STA. 320+80.5 Ahd. P.R.A. PROJ. 36-E

SHORT STATION 306 to 321 = 72.8'

EQUATION

9947.2 P.I. 9944.8 9944.2 P.I. 9943.3 9940.0 9941.2 9946.48 9963.76 P.I. 9967.0 9964.4

295+10 = 36°C.M.P. 66' Long. No Hdwls.

299+67 = 24°C.M.P. 80' Long. No Hdwls.

303+70 = 18°C.M.P. 64' Long. No Hdwls.

+25 P.I. 9940.0 306+53.3 Bk. = 320+80.5 Ahd.

+5.22 = 9946.48

325+00 = 18°C.M.P. 32' Long. 2 Hdwls. P.B.M. Set in Pt. Hdwl. of Conc. Sta. 325+00 Elev. 9951.46

328+58 = 18°C.M.P. 32' Long. 2 Hdwls.

-1.2%
-0.3%
-0.4%
+2.16%
-1.73%

400' V.C.
600' V.C.
300' V.C.

9970 9960 9950 9940 9930

0 1 2 3 4 295 6 7 8 9 300 1 2 3 4 305 6 321 2 3 4 325 6 7 8 9 330 1 2 3 4 335

PLATE 1—PLAN-PROFILE D. P. R. & R. E. STANDARD
REUFFEL & ESSER CO., NEW YORK.

As Constructed by State (1939) TENNESSEE PASS Rev. 12

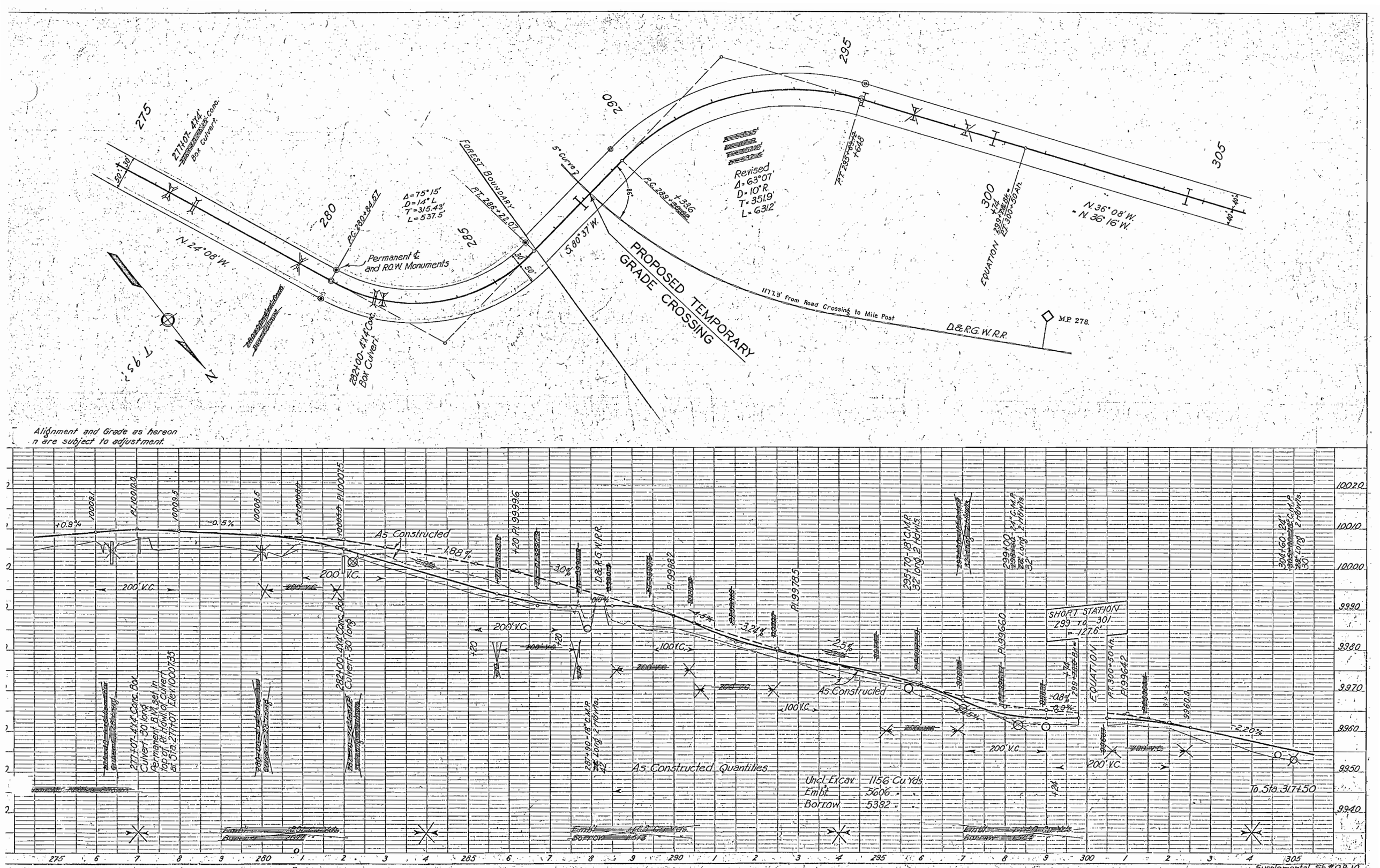
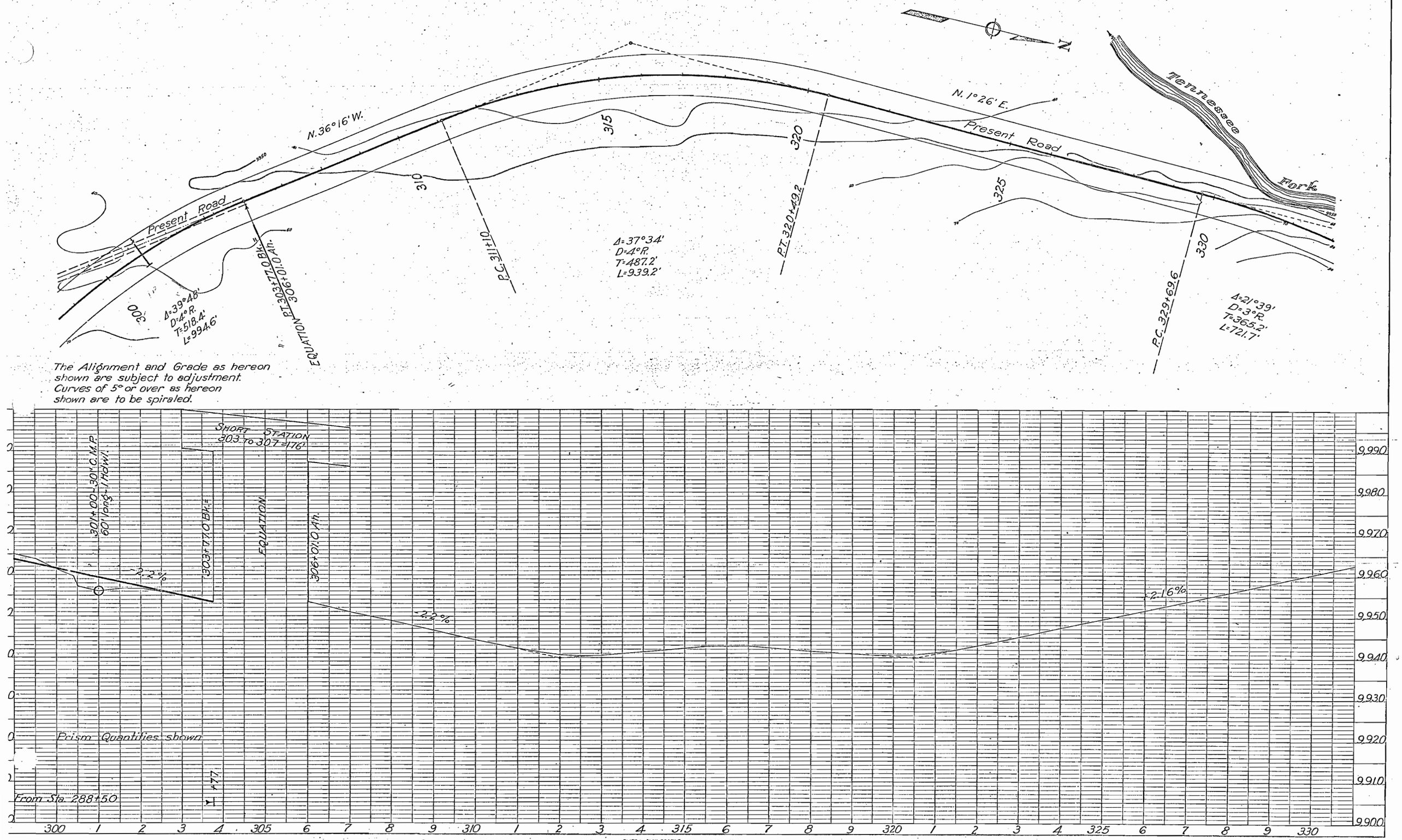


PLATE 1—PLAN-PROFILE C. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

As Constructed 1930 Tennessee Pass - Tennessee Park Section.

Supplemental Sh. #9 & 10

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36	E2	10	



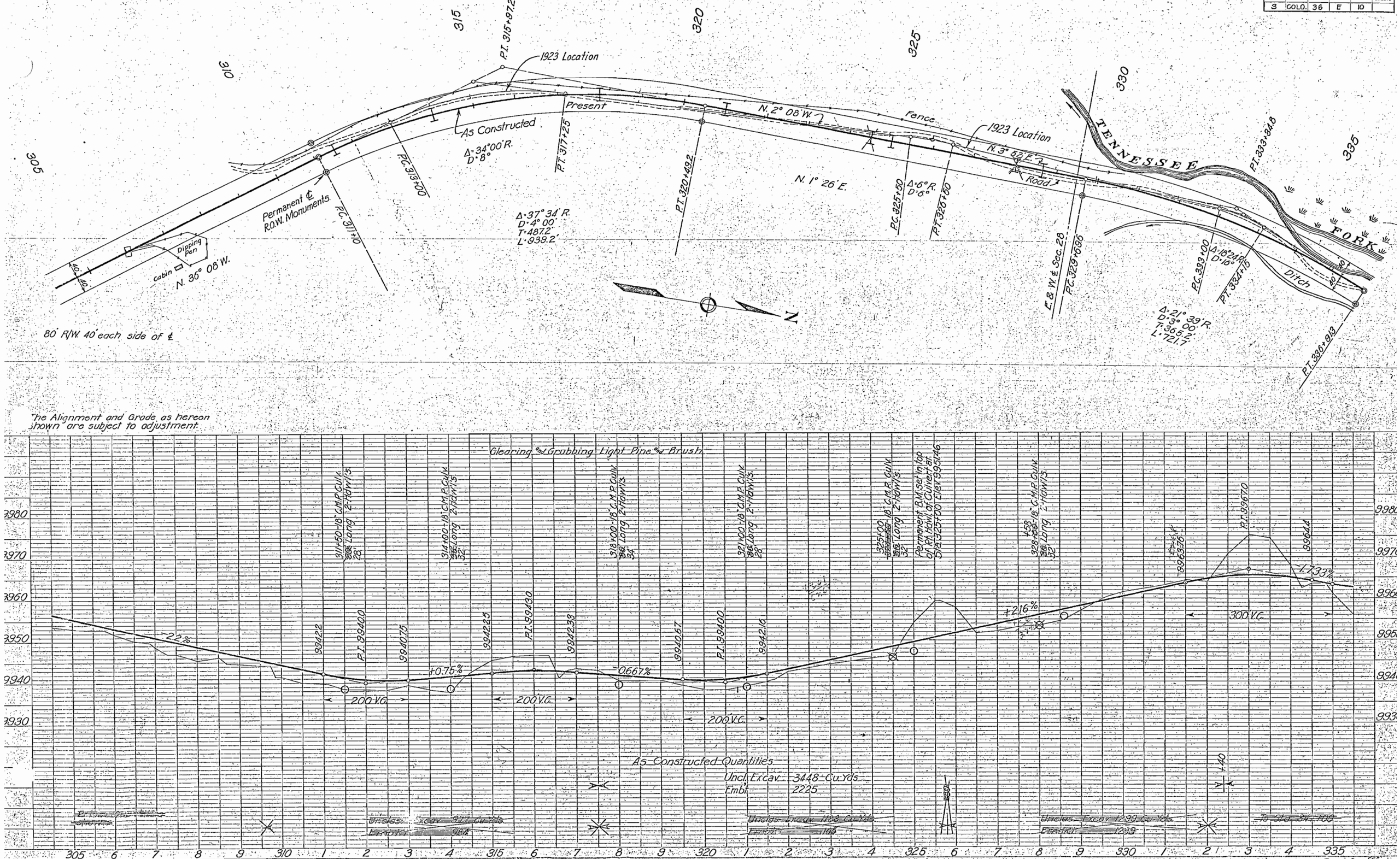
The Alignment and Grade as hereon shown are subject to adjustment. Curves of 5° or over as hereon shown are to be spiraled.

PLATE 1 - PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

Tennessee Pass (Keeldar Underpass)

10 Rev.

DIST. NO.	STATE	PROJ. NO.	SECTION	SHEET NO.	TOTAL SHEETS
3	COLO.	36	E	10	



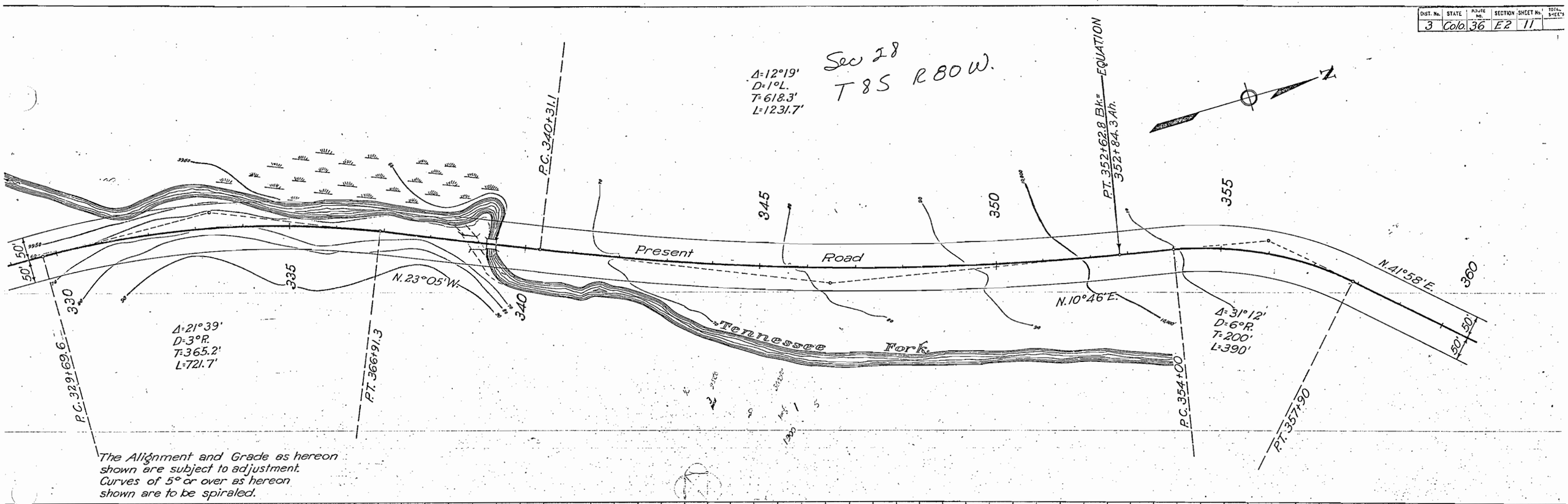
As Constructed 1930.

Tennessee Pass Sec. E
1928 Line change

EUGENE DIETZGEN CO. CHGO. N.Y.

PLATE 1 PLAN PROFILE B.P.R. STANDARD

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36	E2	11	



The Alignment and Grade as hereon shown are subject to adjustment. Curves of 5° or over as hereon shown are to be spiraled.

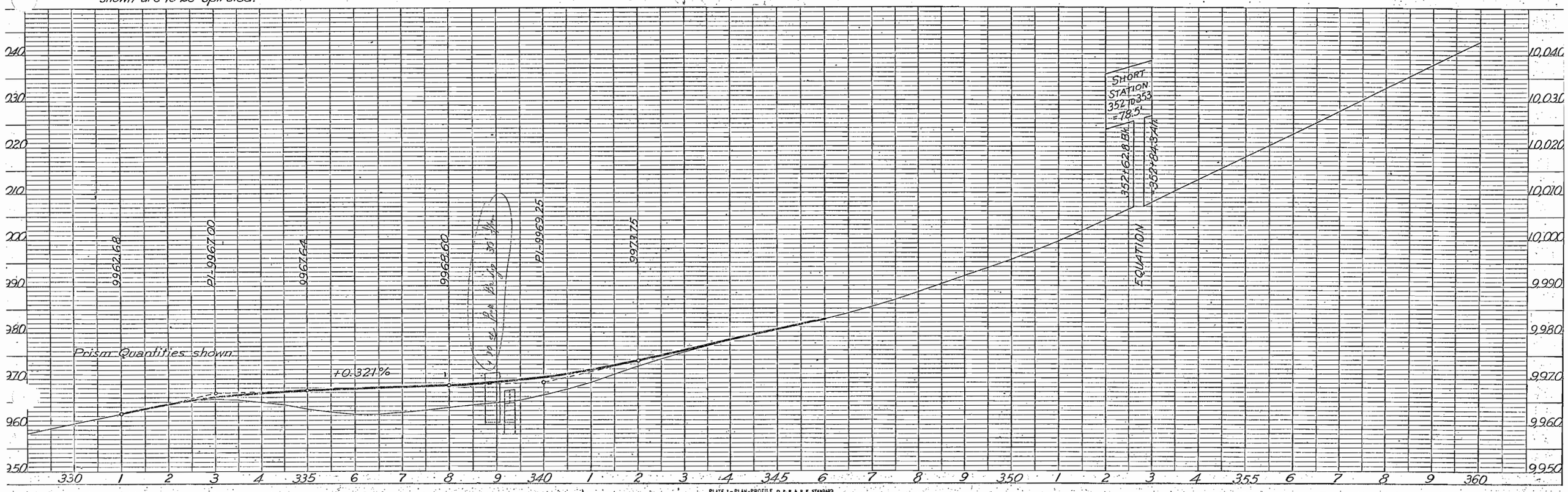


PLATE 1 - PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

Tennessee Pass (Keeldar Underpass) 11 Re

DIST. NO.	STATE	PROJ. NO.	SECTION	SHEET NO.	TOTAL SHEETS
3	COLO.	36	E	10A	

335 340 345 350 355 360

Δ=12° 19' L
D·1° 00'
T·618.3
L·1231.7

P.C. 340+91.7

P.C. 344+00

Δ=14° L.
D·4°00

P.T. 347+50

P.T. 352+628 BK. EQUATION
352+843 AH.

T 8S R 80W

SEC. 21

SEC. 28

Permanent ℄ & R.O.W. Monuments

As Constructed

Present 1923 Location

Beaver Ponds

N. 22° 16' E.

N. 23° 05' E.

N. 24° 46' E.

N. 10° 46' E.

Ditch

Wire Fence

Road

Δ·31° 12' R.
D·8° 00'
T·200'
L·390'

40' 40'

P.T. 334+15

P.T. 336+91.3

P.C. 338+25

Δ·2° 30'
D·5° 00'
R.

P.T. 338+75

P.T. 346+94

P.C. 354+00

P.T. 357+90

T E N N E S S E E F O R K

D. & R. G. R. R. Main Line

80' R/W. 40' each side of ℄

The Alignment and Grade as hereon shown are subject to adjustment

Clearing & Grubbing Light Pine and Brush

18'Span Conc. Slab (Br. on 12° Decrs. to be retained) New Curb and Handrail Constructed

175' 39-18'C.M.P. Culv. 38' Long 2-Howis. 23°

36+00 18'C.M.P. Culv. 46' Long 2-Howis.

9963.5 P.I. 996.18 200' V.C. 9962.8 9964.5 +6.8 -3.79 P.I. 996.6.8 9969.2 9972.6 P.I. 99760 9978.25 +22.5% 9982.75 P.I. 99850 9988.51 +35.1% 9995.54 P.I. 999.906 10004.06 +50%

200' V.C.

SHORT STA. 785 FT.

As Constructed Quantities.

Uncl. Excav. 3232 Cu. Yds.
Embt. 2909 "

Uncl. Excav. 4745 Cu. Yds.
Embt. 4119 "

Borrow 1411 Cu. Yds.
Earth 1249 "

Under 1966 Cu. Yds.
Embt. 1760 "

Borrow Pit Opening Shown

Borrow Pit Opening Shown

2140 +1.0%

2040 2030 2020 2010 2000 1990 1980 1970 1960 1950

1004 1003 1002 1001 1000 999 998

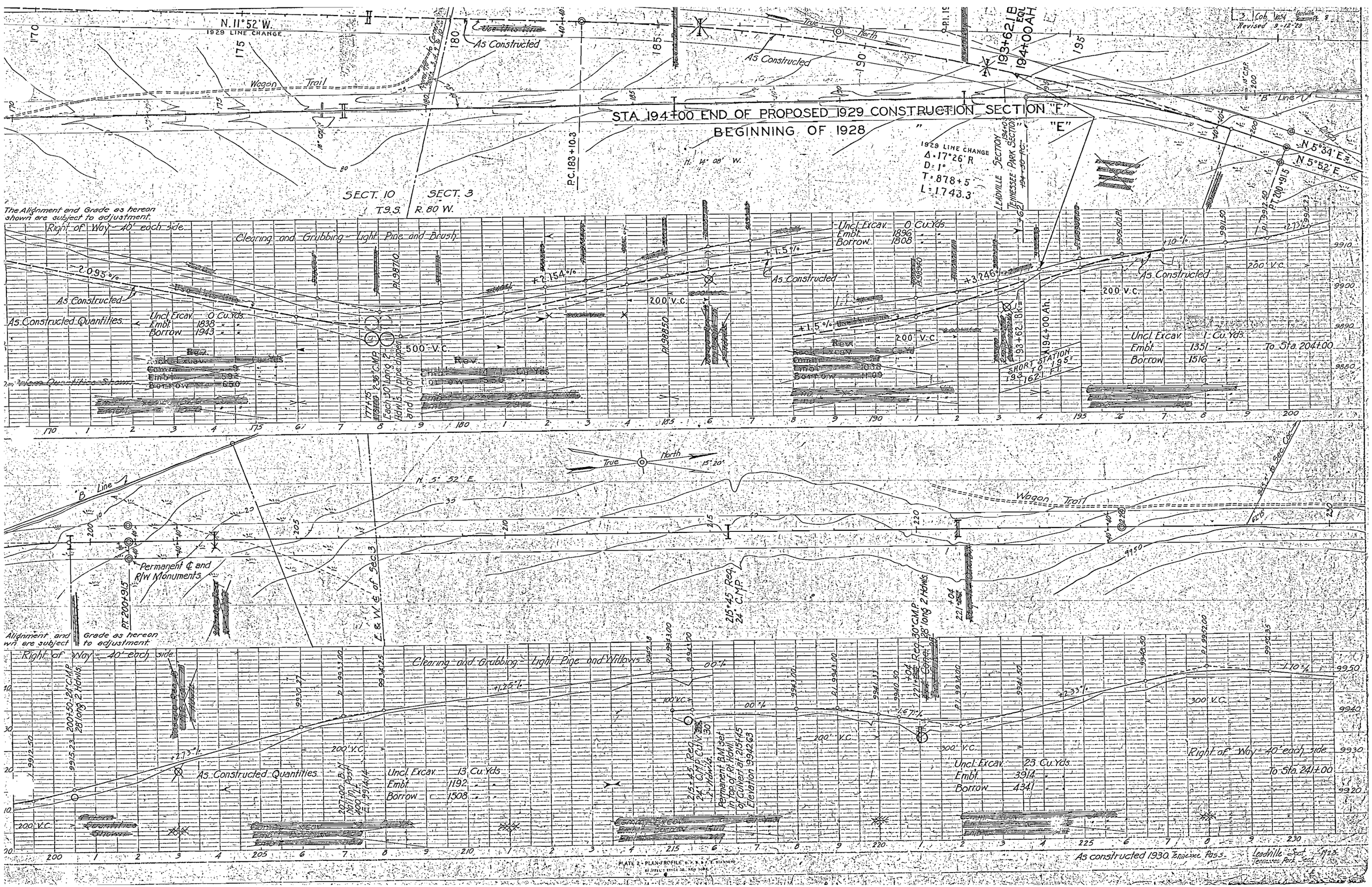
335 6 7 8 9 340 1 2 3 4 345 6 7 8 9 350 1 2 3 4 355 6 7 8 9 360

ENG. DISTRICT CO., CHGO., N. Y.

PLATE I-PLAN-PROFILE U.S. STANDARD

As Constructed 1930.
Tennessee Pass Sec. E
1928 Line Change.

10



N. 11°52' W.
1929 LINE CHANGE
As Constructed
Wagon Trail
True North
STA. 194+00 END OF PROPOSED 1929 CONSTRUCTION SECTION "F"
BEGINNING OF 1928 " "E"
1929 LINE CHANGE
Δ = 17°26' R
D = 1°
T = 878+5
L = 1743.3
LEADVILLE SECTION
TENNESSEE PARK SECTION
N. 14° 08' W.
P.C. 183+10.3
SECT. 10
SECT. 3
T.9.S.
R. 80 W.
N 5°34' E.
N 5°52' E.
The Alignment and Grade as hereon shown are subject to adjustment.
Right of Way - 40' each side.
Clearing and Grubbing - Light Pine and Brush
-2.095 %
+2.154 %
+1.5 %
+3.246 %
+10 %
+2.73 %
200' V.C.
500' V.C.
As Constructed Quantities.
Uncl. Excav. 0 Cu. Yds.
Embt. 1838
Borrow 1943
Uncl. Excav. 0 Cu. Yds.
Embt. 1896
Borrow 1808
Uncl. Excav. 1 Cu. Yds.
Embt. 1351
Borrow 1516
To Sta. 204+00
SHORT STATION 193 TO 195 = 162.1 FT.
193+62.1 B
194+00 AH
Revised 9-12-29
"B" Line
N. 5° 52' E.
True North
15°20'
Wagon Trail
Permanent ℄ and R/W Monuments
E. & W. ℄ of Sec. 3
215+45 Req. 24" C.M.P.
Alignment and Grade as hereon shown are subject to adjustment.
Right of Way - 40' each side.
Clearing and Grubbing - Light Pine and Willows
+1.25 %
+2.73 %
+2.33 %
-1.67 %
-1.70 %
100' V.C.
200' V.C.
300' V.C.
As Constructed Quantities.
Uncl. Excav. 13 Cu. Yds.
Embt. 1192
Borrow 1508
Uncl. Excav. 23 Cu. Yds.
Embt. 3914
Borrow 4341
Right of Way - 40' each side.
To Sta. 241+00
As constructed 1930 Tennessee Pass.
Leadville Sect. 1923
Tennessee Park Sect.
PLATE 2 - PLAN-PROFILE

Hay Field

SEC. 3
SEC. 34

Wire Fence

T 15 S R 60 W

True North 15° 20'

250+15 Reg. 18" C.M.P.

256+50 Reg. 18" C.M.P.

259+00 P.C.
Δ = 30° 00'
L = 500.0'
T = 256.0'
D = 6° 00'

Wire Fence

Wagon Road

N. 5° 52' E.

Permanent ℄ and R.O.W. Monuments.

E & W ℄ of SEC. 34

The Alignment and Grade as hereon shown are subject to adjustment.

Right of Way - 40' each side

234+00 B.M. Nail in Gate Post 1.50' Rt. El. 9951.18

235+30 Double 24" C.M.P. 30' long - 2 Hawis. Permanent B.M. set in top of Rt. Head of Culvert at 235+30 Elev. 9946.41

Clearing and Grubbing - Light Pine and Willows

Right of Way 40' each side

As Constructed Quantities

Uncl. Excav. 30 Cu. Yds.
Embt. 1538 " "
Borrow 2330 " "

250+15-18" C.M.P. 40' long 2 Hawis.

256+50 Reg. 18" C.M.P. 30' long - 2 Hawis.

259+00 B.M. Nail in Pine 60' Rt. El. 10,002.09

Right of Way 40' each side

Hay Field

Willows

Wire Fence

Road

N. 24° 00' W.

264+00 P.T.

265+00 Reg. 18" C.M.P.

271+07 Reg. Conc. Box 4'x4'

271+00 Reg. 24" C.M.P.

280+00 Reg. 4'x4' Conc. Box

282+19 Reg. 24" C.M.P.

Forest Boundary

289+94.4

4° 77' 00"
L = 481.3'
T = 255.6'
D = 16° 00'

286+35 Reg. 4'x4' Conc. Box

E & W ℄ of SEC. 34

The Alignment and Grade as hereon shown are subject to adjustment.

Right of Way 40' each side

260+19 Reg. 4'x4' Conc. Box

265+00 Reg. 18" C.M.P. 30' long - 2 Hawis.

271+00 Reg. 24" C.M.P. 30' long - 2 Hawis.

271+07 Reg. Conc. Box 4'x4' 30' long

As Constructed Quantities

Uncl. Excav. 62 Cu. Yds.
Embt. 8484 " "
Borrow 9053 " "

To Sta. 288+50

Clearing and Grubbing Light Pine and Willows

280+00 Reg. 4'x4' Conc. Box

282+19 Reg. 24" C.M.P.

VOID

See Suppl. Sheet 9&10

Embt. Borrow 300 Cu. Yds.
Embt. 2275 " "

Rock Excav. 220 Cu. Yds.
Comm. 1986 " "
Embt. 478 " "

Right of Way = 40' each side

289+94.4 P.C.

Elev. 10,002.72

T. 9 S.
R. 60 W.

Sec. 33
Sec. 28
Sec. 34
Sec. 27

PLATE 2 - PLAN-PROFILE

As Constructed 1930.

Tennessee Pass. Tennessee Park Sect. 1923

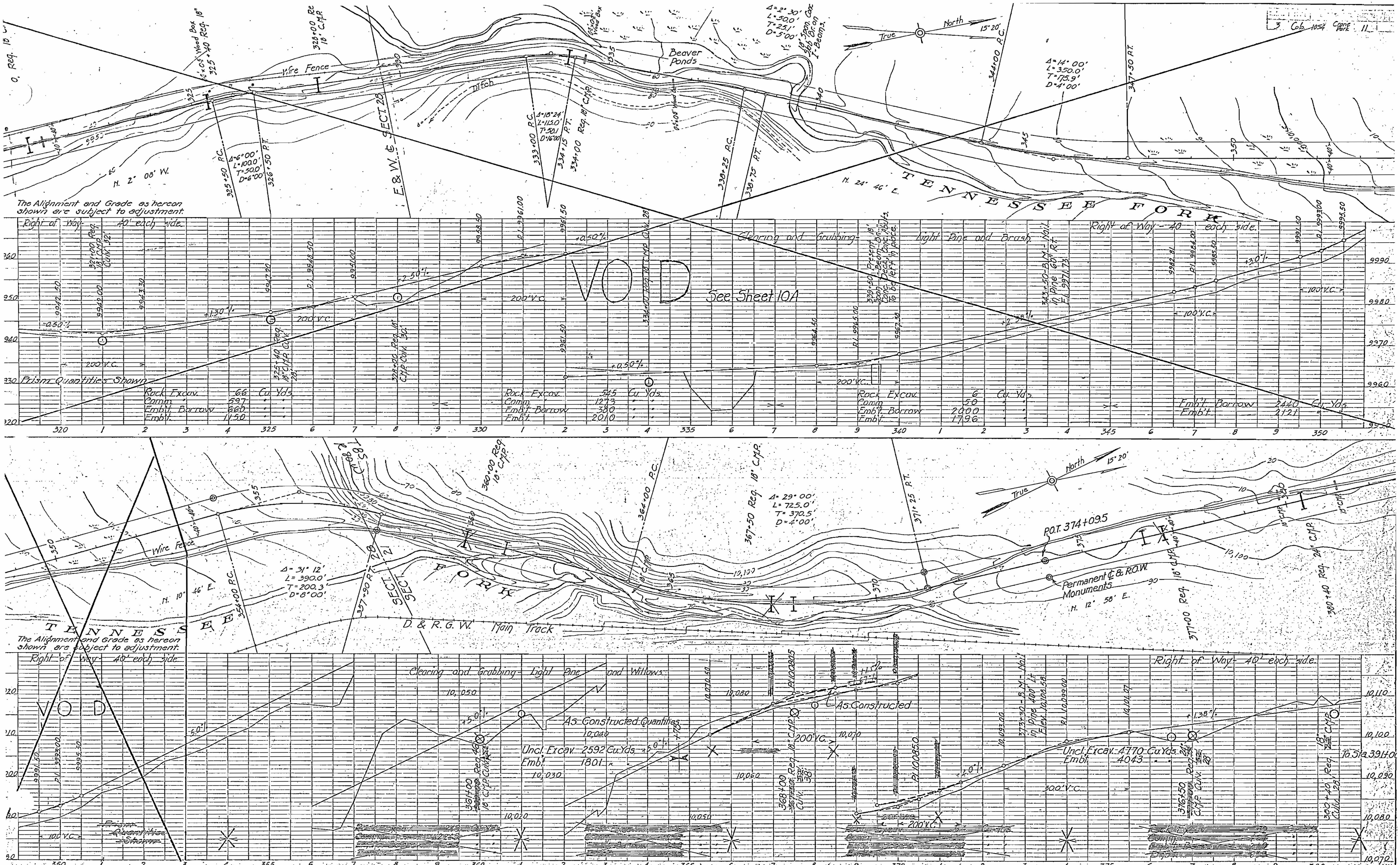
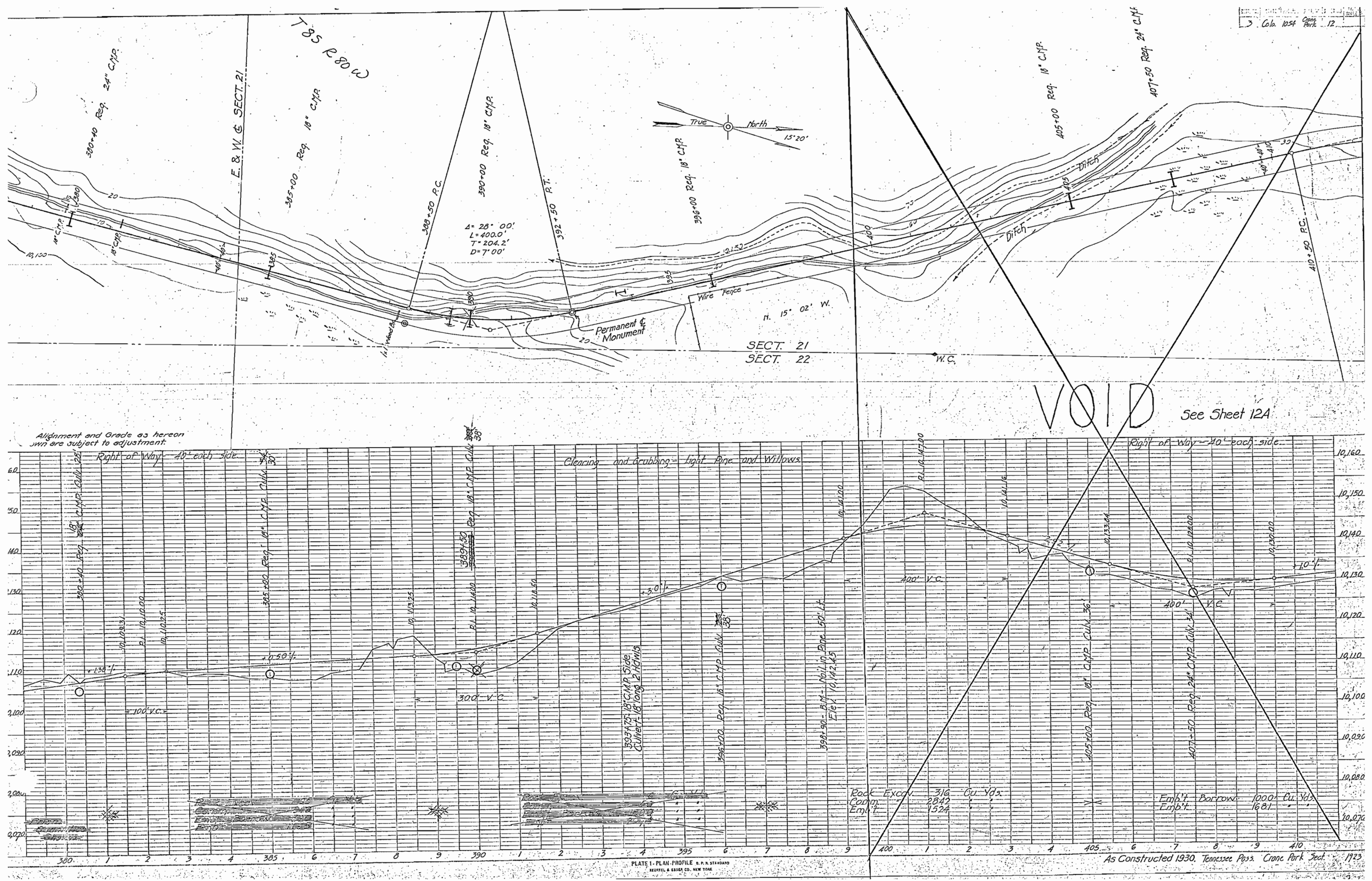


PLATE 2 - PLAN-PROFILE D. R. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

As Constructed 1930 Tennessee Pass. Crane Park Sect. 1923


3 Colo. 1054 Crane Park 12
T 8 S R 80 W
E. & W. ℄ SECT. 21
380+40 Req. 24" C.M.P.
385+00 Req. 18" C.M.P.
388+50 P.C.
390+00 Req. 18" C.M.P.
392+50 P.T.
396+00 Req. 18" C.M.P.
405+00 Req. 18" C.M.P.
407+50 Req. 24" C.M.P.
410+50 P.C.
True North
15°20'
Δ = 28° 00'
L = 400.0'
T = 204.2'
D = 7° 00'
Wire Fence
Permanent ℄ Monument
N. 15° 02' W.
SECT. 21
SECT. 22
W.C.
Ditch
VOID
See Sheet 12A
Alignment and Grade as hereon shown are subject to adjustment.
Right of Way - 40' each side
Clearing and Grubbing - light Pine and Willows
Right of Way - 40' each side
+1.38%
+0.50%
+3.0%
+2.92%
+1.0%
100' V.C.
300' V.C.
400' V.C.
400' V.C.
393+75 - 18" C.M.P. Side Culvert - 18' long 2 Hdwls
396+00 Req. 18" C.M.P. Culv. 38'
398+90 - B.M. - Nail in Pine 50' Lt. Elev. 10,142.45
405+00 Req. 18" C.M.P. Culv. 36'
407+50 Req. 24" C.M.P. Culv. 34'
Rock Excav. 316 Cu. Yds.
Comm. 2842
Emb't. 1524
Emb't. Borrow 1000 Cu. Yds.
Emb't. 1681
PLATE 1 - PLAN - PROFILE B. P. R. STANDARD
REUFFEL & ESSER CO. NEW YORK
As Constructed 1930. Tennessee Pass. Crane Park Sect. 1923

N

N.10°E.W. "M" LINE

WEST TENNESSEE CREEK

As Constructed

Δ-63°22'
D-10°R
T-353.7'
L-633.7'

PC 419+82

PT 423+16.3

High Water Line

N.58°00'E.

+70.3
427+00 BK "M" LINE
424+500 AH ORIG LINE EQUATION

425

430

N.07°58'E.

420

415

410

405

Boundary

Forest

NATIONAL

T.8 S. R.80 W.

FOREST

Reservoir

PT 411+31.6

Δ-9°34'
D-10°R
T-1620.
L-315.7'

PC 408+16.1

Irrigation ditch

N.41°56'W.

PT 402+82

Δ-26°54'
D-10°R
T-137.0'
L-269.0'

PC 402+13

N.15°02'W.

The Alignment and Grade as hereon shown are subject to adjustment

Permanent ℄ & R.O.W. Monuments.

Clearing and Grubbing Light Pine and Willows

PROPOSED "E" SECTION

Δ-45°30'
D-7°R
T-1343.4
L-6500

STA. 424+50 END OF CONSTRUCTION
1928 CONSTRUCTION-SECTION

LONG STATION
424+ M LINE TO 425 ORIG. LINE
420.3'

+ EQUATION

-0.73%

+0.4%

-1.10%

-0.47%

300' V.C.

200' V.C.

600' V.C.

1014.33

1014.04

1013.93

1012.97

1014.19

1014.17

1014.69

1014.55

1013.69

1014.25

1013.55

1013.03

1012.78

1012.70

4404.00 - 18" C.M.P.
40' long 2 Flowls

4404.00 - 18" C.M.P.
40' long 2 Flowls

4404.00 - 18" C.M.P.
34' long 2 Flowls

4422.00 - 18" C.M.P.
35' long 2 Flowls

4422.00 - 24" C.M.P.
35' long 2 Flowls

4422.50 Sta. on Orig. Line

4423.00 - 24" C.M.P.
30' long 2 Flowls

4429.00 - 24" C.M.P. in Pine
30' L.H. Each Quarter

4703.3

Elevation 1013.98

As Constructed "M" LINE

Sta. 1 of Structure
℄ 477.98 Bridge on Conq. Abut.
Permanent B.M. set in top of N.W. Abut. of above bridge
Elevation 1013.98

Sta. 1 of Structure
℄ 6 Corrugated Steel Pipe
Abut. on Conq.

Sta. 1 of Structure
42+00 Bk "M" Line
35° to Right
24" Corrugated Pipe

Sta. 1 of Structure
42+00 Bk "M" Line
35° to Right
24" C.M.P.

Sta. 1 of Structure
42+50 Bk "M" Line
30° to Right
24" C.M.P.

As Constructed Quantities

From Sta 391+00

Und. Excav. 5904 Cu. Yds.
Embk 5113 " "

Und. Excav. 170 Cu. Yds.
Embk 3706 "
Borrow 3805 "

Grubbing Quarry

Embk. Quarry

Borrow Quarry

Ditch Excavation

Rock Excavation

Earth Excavation

Embk. Shrinkage

Borrow Pit

Grubbing Pine

Grubbing Willows

Grubbing Quarry

Embk. Quarry

Borrow Quarry

Ditch Excavation

Rock Excavation

Earth Excavation

Embk. Shrinkage

Borrow Pit

Grubbing Pine

Grubbing Quarry

Embk. Quarry

Borrow Quarry

Ditch Excavation

Rock Excavation

Earth Excavation

Embk. Shrinkage

Borrow Pit

Grubbing Pine

100 1 2 3 4 405 6 7 8 9 410 1 2 3 4 415 6 7 8 9 420 1 2 3 4 425 6 7 8 9 430

PLATE 1—PLAN-PROFILE. U.S.B.P.R. & A.E. STANDARD
REUFFEL & ESSER CO., NEW YORK

As Constructed 1930 | TENNESSEE PASS-CRANE PA
M" LINE

3 Cob. 1054 Orig. Bk. 13
Surfacing

← Void

47 Req. 16' Conc. Bridge

N. 7° 56' E.

W.C.

TENNESSEE FORK

SECT. 16
SECT. 21
T8S R80W

SECT. 16
SECT. 15

North
15° 20'
True

Δ=45° 00'
L=375.0'
T=197.9'
D=12° 00'

424+50 P.C.C.

Δ=45° 30'
L=650.0'
T=343.4'
D=7° 00'

431+50 P.C.

Δ=64° 00'
L=400.0'
T=224.0'
D=16° 00'

24" C.M.P.
24" C.M.P.

435+80

Old R.R.C. Roadbed

431+00 P.T.

12"x 3" Wood Box

435+50 P.T.

Ditch

436+00 P.C.

Δ=24° 30'
L=154.0'
T=78.3'
D=16° 00'

437+54 P.T.

N. 59° 36' E.

422+00 END OF PROP. CONSTR. 1928

Δ=23° 00'
L=575.0'
T=291.5'
D=4° 00'

+80 Service

Abandoned Channel

Leadville Nat. Forest Boundary.

Right of Way - 40' each side.

Clearing and Grubbing - Light Pine and Willows

Virgin Reg. Va. Span Conc. Beam Bridge on Conc. Abuts Tennessee Fork

10,132.00
P.I. 10,133.00
10,132.50
10,131.25
P.I. 10,131.00
10,131.26
10,133.50
P.I. 10,134.25
10,140.25
P.I. 10,166.25
10,170.25
10,171.60
10,172.34
P.I. 10,180.00
10,185.32

+1.0%
-0.50%
+0.50%
+1.30%
+1.69%

300' V.C.
200' V.C.
100' V.C.
200' V.C.
100' V.C.

429+00 - B.M. - Rolled Pine
Elev. 10,171.32

24" C.M.P. Culv.
24" C.M.P. Culv.
18" C.M.P. Culv.
Reg.

435+80
440+00

Station 422 to Station 610
5" Base course crushed gravel placed.
2½" Top course crushed gravel placed.

Unclass. Excav. 876 Cu. Yds.
Embt. 1534 "
Borrow 480 "

Rock Excav. 148 Cu. Yds.
Comm. Embt. 1104 "

Unclass. Excav. 1157 Cu. Yds.
Embt. 1189 "
Borrow 917 "

Rock Excav. 74 Cu. Yds.
Comm. Embt. 635 "
385 "

Rock Excav. 7 Cu. Yds.
Embt. Borrow 1260 "
Embt. 1098 "

Embt. Borrow 1970 Cu. Yds.
Embt. 1119 "

Grid Prism Quantities Shown

The Alignment and Grade as hereon Shown are subject to adjustment.

PLATE I PLAN-PROFILE U. S. R. STANDARD

Tennessee Pass. Camp Park Sect. 1923
As Constructed Surfacing

Right of Way - 40' each side

Unclass. Excav. 706 Cu. Yds.
Embt. 651 " "

Rock Excav. 204 Cu. Yds.
Comm. " 239 " "
Embt. Borrow 1400 " "
Embt. 1623 " "

Clearing and Grubbing

Unclass. Excav. 1133 Cu. Yds.
Embt. 1326 " "
Born. 311 " "

Rock Excav. 8 Cu. Yds.
Comm. " 37 " "
Embt. Borrow 1620 " "
Embt. 1456 " "

Right of Way - 40' each side.

Unclass. Excav. 858 Cu. Yds.
Embt. 800 " "

Rock Excav. 84 Cu. Yds.
Comm. " 755 " "
Embt. Borrow 0 " "
Embt. 397 " "

Right of Way - 40' each side.

Unclass. Excav. 309 Cu. Yds.
Embt. 1345 Cu. Yds.
Born. 1208 Cu. Yds.

Rock Excav. 11 Cu. Yds.
Comm. " 91 " "
Embt. Borrow 706 " "
Embt. 1035 " "

Right of Way - 40' each side.

Sta. 422+00 to Sta. 610+00.
5" Base course crushed gravel placed.
2½" Top " " "

Unclass. Excav. 391 Cu. Yds.
Embt. 517 " "

Rock Excav. 14 Cu. Yds.
Comm. " 126 " "
Embt. Borrow 480 " "
Embt. 541 " "

Clearing and Grubbing - Light Pine and Willows

Unclass. Excav. 664 Cu. Yds.
Embt. 772 " "
Born. 329 " "

Rock Excav. 24 Cu. Yds.
Comm. " 216 " "
Embt. Borrow 700 " "
Embt. 825 " "

Unclass. Excav. 404 Cu. Yds.
Embt. 251 " "

Rock Excav. 27 Cu. Yds.
Comm. " 239 " "
Embt. Borrow 1400 " "
Embt. 1432 " "

99 Cu. Yds. of supplemental crushed gravel top course.

99 Cu. Yds. of supplemental crushed gravel top course.

PLATE 2 - PLAN-PROFILE O. F. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

Tennessee Pass. Crane Park Sect. 1923.
As constructed Surfacing

3 Cob 1054 Mitchell 15

TENNESSEE PASS

LEADVILLE HOLY CROSS NATIONAL FOREST

LAKE COUNTY
EAGLE COUNTY

Leadville

SECT. 10
SECT. 11

Ditch

Present Road

Δ = 125° 00'
L = 1250.0'
T = 1100.2'
D = 10° 00'

520+00 P.T.

18" C.M.P. Culv. 25' 2 Highway

515+00 P.C.

Δ = 22° 24'
L = 140'
T = 70.9
D = 16° 00'

515+40 P.T.

Δ = 72° 44'
L = 460.01'
T = 422.67'
R = 150'

Ditch

Ditch

Camp Hole

520

Guard Rail

520+00 P.C.

520+10 P.T.

18" C.M.P. Culv. 62' 2 Highway

Old Wagon Trail

Δ = 5° 00'
L = 150'
T = 75.3'
D = 2° 00'

N. 51° 09' W.

10,400

10,350

Telephone Line

D. & R. G. W. Tunnel 17

Magnetic True North 15° 20'

523+00 P.C.

524+60 P.T.

10,300

North Portal D. & R. G. W. R. R. Tunnel.

Old Wagon Trail

Clearing and Grubbing — Light Pine and Willows

Guard Rail left 456 ft.

Guard Rail left 306 ft.

18" C.M.P. Culv. 68' 2 Highway

18" C.M.P. Culv. 30' 2 Highway

18" C.M.P. Culv. 24' 2 Highway

400' V.C.

100' V.C.

100' V.C.

100' V.C.

B.M. disturbed
Elev. 10,225.55

B.M. - Nail in Sign Post
Elev. 10,207.8

Sta 422+00 to Sta 610+00.
5" Base course, crushed gravel, placed
2½" Top " " "

Excav. Rock 0 Cu. Yds.
" Com. 784 " "
Borrow Rock 74 " "
" Com. 666 " "
Emb't. 1110 " "

Rock Excav. 102 Cu. Yds.
Com. " 821 " "
Emb't. " 998 "

Excav. Rock 293 Cu. Yds.
" Com. 3221 " "
Borrow Rock 293 " "
" Com. 2634 " "
Emb't. 4172 " "

Rock Excav. 358 Cu. Yds.
Com. " 3217 " "
Borrow " 1156 " "
Emb't. " 4303 "

Excav. Rock 213 Cu. Yds.
" Com. 1921 " "
Borrow Rock 382 " "
" Com. 3436 " "
Emb't. 5178 " "

Rock Excav. 352 Cu. Yds.
Com. " 3186 " "
Borrow " 2800 " "
Emb't. " 4953 "

U. S. G. S. Datum

500 1 2 3 4 505 6 7 8 9 510 1 2 3 4 515 6 7 8 9 520 1 2 3 4 525 6 7 8 9 530

PLATE I PLAN-PROFILE U. P. R. STANDARD

As Constructed, Tennessee Pass, Mitchell V Sect. and Surfacing 1923

N CO., CHICO-N. Y.

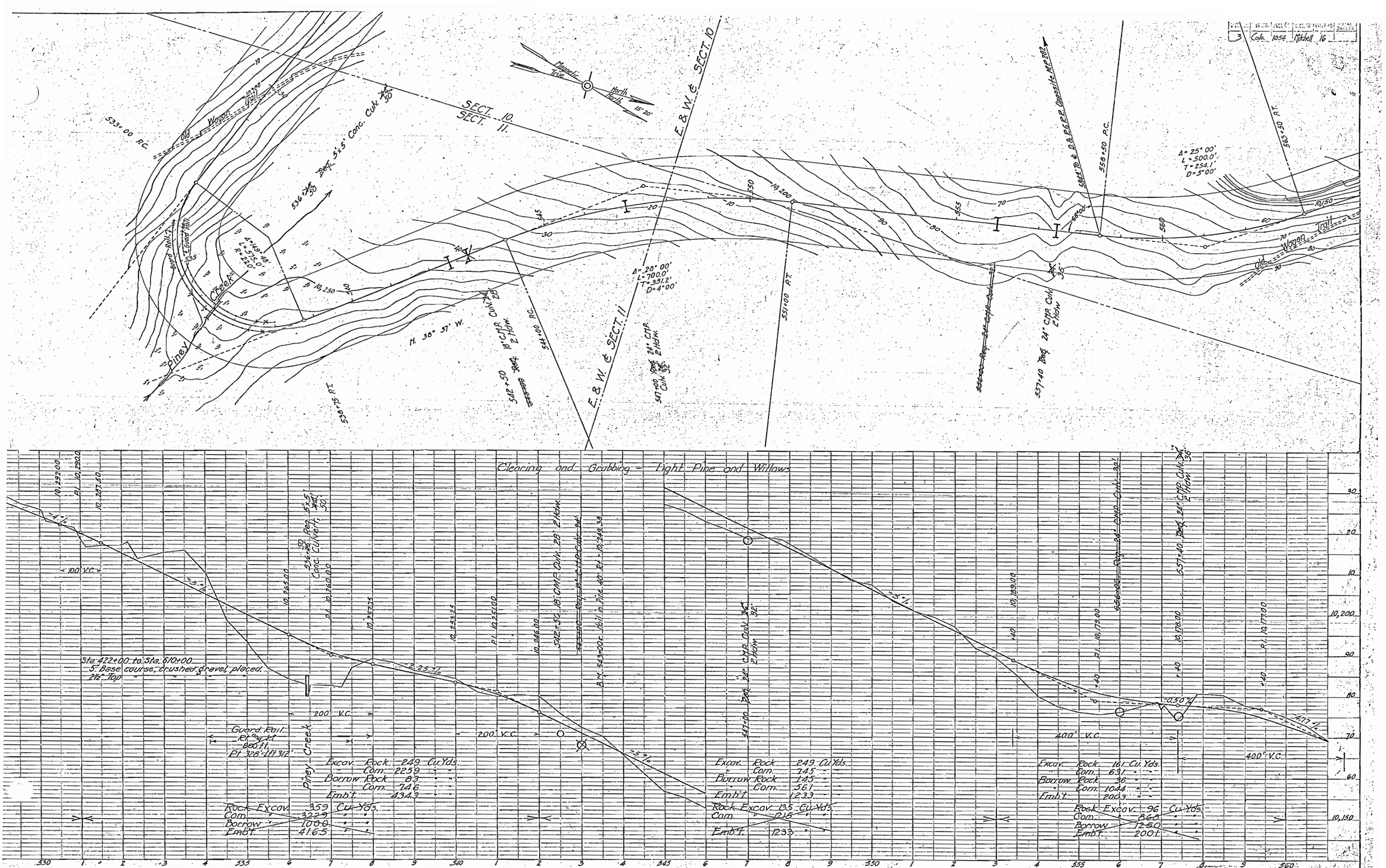


PLATE I PLAN-PROFILE R. P. R. STANDARD

As Constructed, Tennessee Pass, Mitchell Sect. 1923.
Fine and Surfacing

3 Colo. 1054 Mitchell 17

Magnetic True North North 15°20'

Present Main Road

Piney Creek

Taylor Gulch

Old Road

Old Road

Δ = 25°00' L = 500.0' T = 254.1' D = 5°00'

Δ = 24°00' L = 300.0' T = 152.4' D = 8°00'

Δ = 40°00' L = 500.0' T = 260.9' D = 8°00'

Δ = 8°00' L = 200' T = 100.2' D = 4°00'

Δ = 9°00' L = 150.0' T = 75.2' D = 6°00'

Δ = 6°00' L = 100.0' T = 50.0' D = 6°00'

129 Cu. Yds. Supplement al crushed Gravel Top Course.

562+30 Beg. 18" C.M.P. Culv. 32' 2 How.

562+30 Beg. 18" C.M.P. Culv. 32' 2 How.

563+50 P.T.

565+00 P.C.

566+00 P.T.

570+00 P.C.

570+00 Beg. 24" C.M.P. Culv. 30' 2 How.

573+80 P.T.

574+50 P.C. Conc. 5'x5' Culv.

579+50 P.T.

580

582+30 Beg. 18" C.M.P. Culv. 32' 2 How.

583+50 P.C.

585+00 Beg. 18" C.M.P. Culv. 28' 2 How.

585+50 P.T.

587+00 P.C.

588+50 P.T.

N. 29° 37' W.

N. 12° 37' W.

SECT. 10 SECT. 11

SECT. 10 SECT. 3

Clearing and Grubbing - Light Pine and Willows

Sta. 422+00 to Sta. 610+00

5" Base course, crushed gravel, placed.

2½" Top " " "

Excav. Rock 105 Cu. Yds.
" Com. 150 " "
Borrow Rock 20 " "
" Com. 180 " "
Emb't. 1292 " "

Rock Excav. 225 Cu. Yds.
Com. " 1124 " "
Emb't. " 1221 " "

Excav. Rock 262 Cu. Yds.
" Com. 978 " "
Borrow Rock 13 " "
" Com. 67 " "
Emb't. 1235 " "

Rock Excav. 252 Cu. Yds.
Com. " 1016 " "
Emb't. " 1227 " "

Excav. Rock 529 Cu. Yds.
" Com. 274 " "
Borrow Rock 359 " "
" Com. 154 " "
Emb't. 1403 " "

Rock Excav. 243 Cu. Yds.
Com. " 972 " "
Borrow " 360 " "
Emb't. " 1268 " "

400' V.C.

200' V.C.

300' V.C.

= 10.0' V.C. =

4.77 %

3.33 %

1.67 %

4.10 %

1.5 %

P.I. 10,136.00

P.I. 10,114.57

P.I. 10,066.00

P.I. 10,056.40

B.M. 572.00 - Hollow Pine 40' Dk. to N.W.

360 1 2 3 4 565 6 7 8 9 570 1 2 3 4 575 6 7 8 9 580 1 2 3 4 585 6 7 8 9 590

CO., CHGO.-N.Y.

PLATE I PLAN-PROFILE U. P. R. STANDARD

As Constructed, Tennessee Pass, Mitchell Sect. and Surfacing 1923

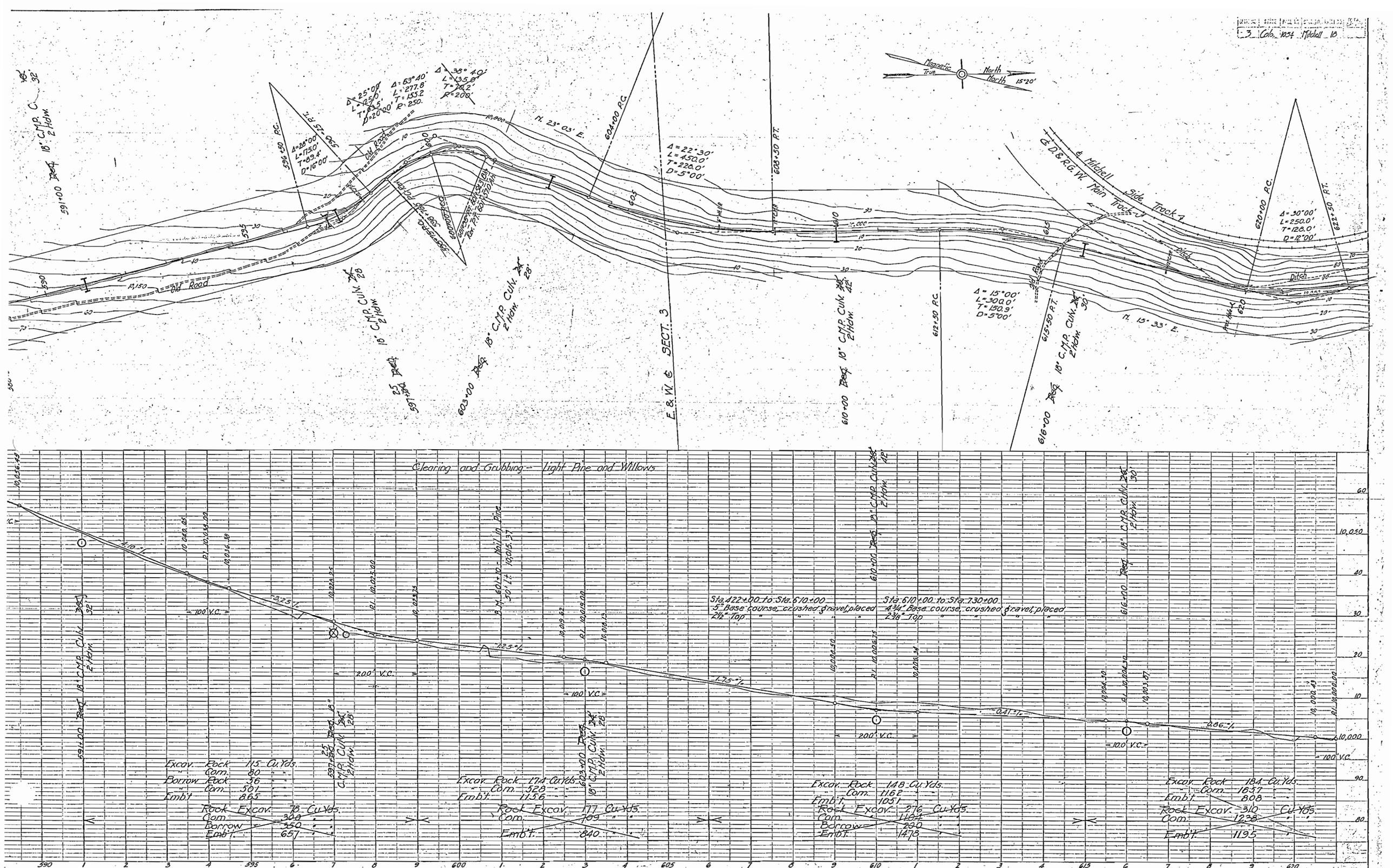


PLATE I PLAN-PROFILE S. P. R. STANDARD

As Constructed, Tennessee Pass, Mitchell Sect. 1923
and Surfacing

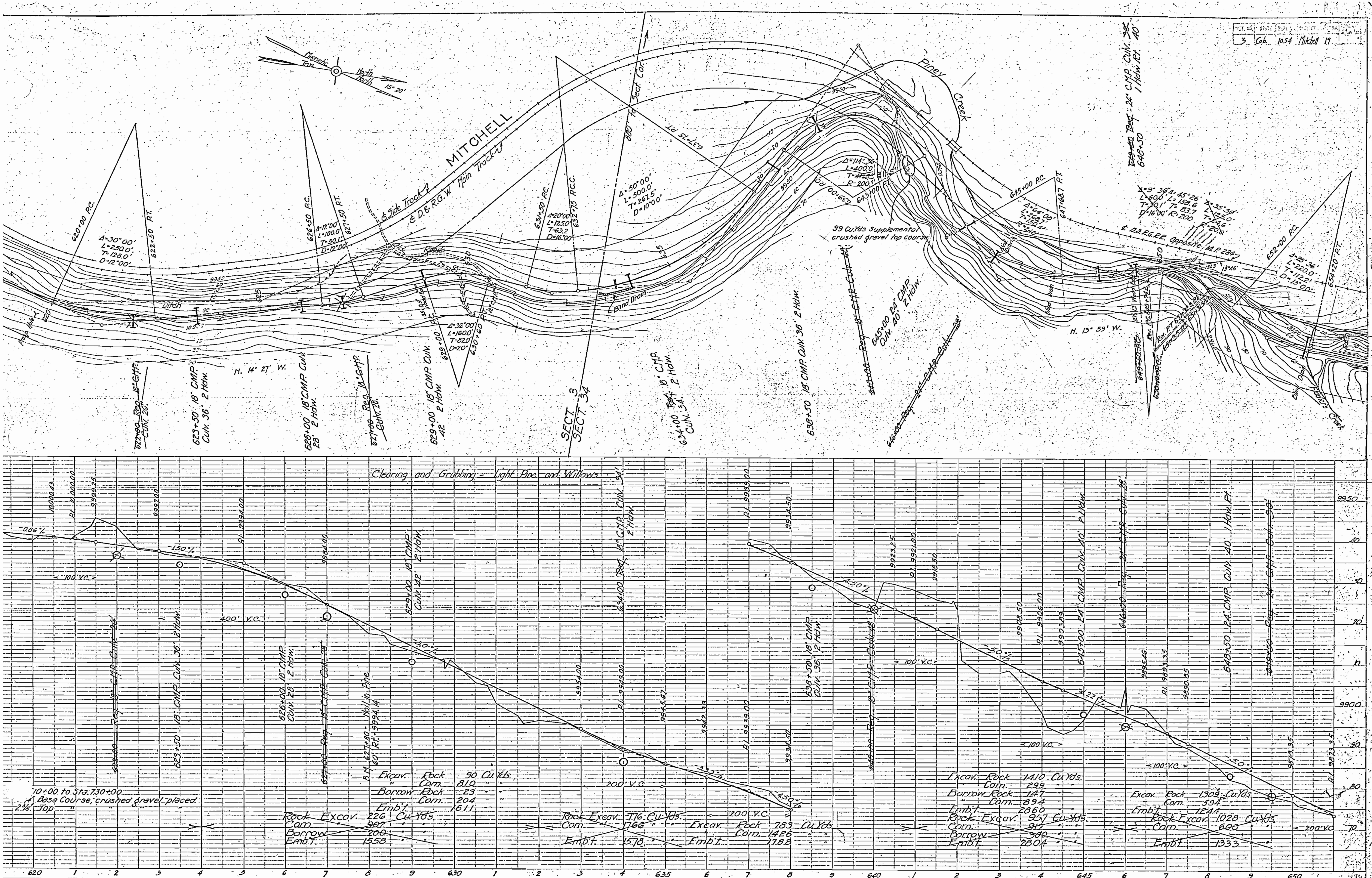


PLATE I PLAN-PROFILE D.P.R. STANDARD

As Constructed Tennessee Pass Mitchell Sept. 1923

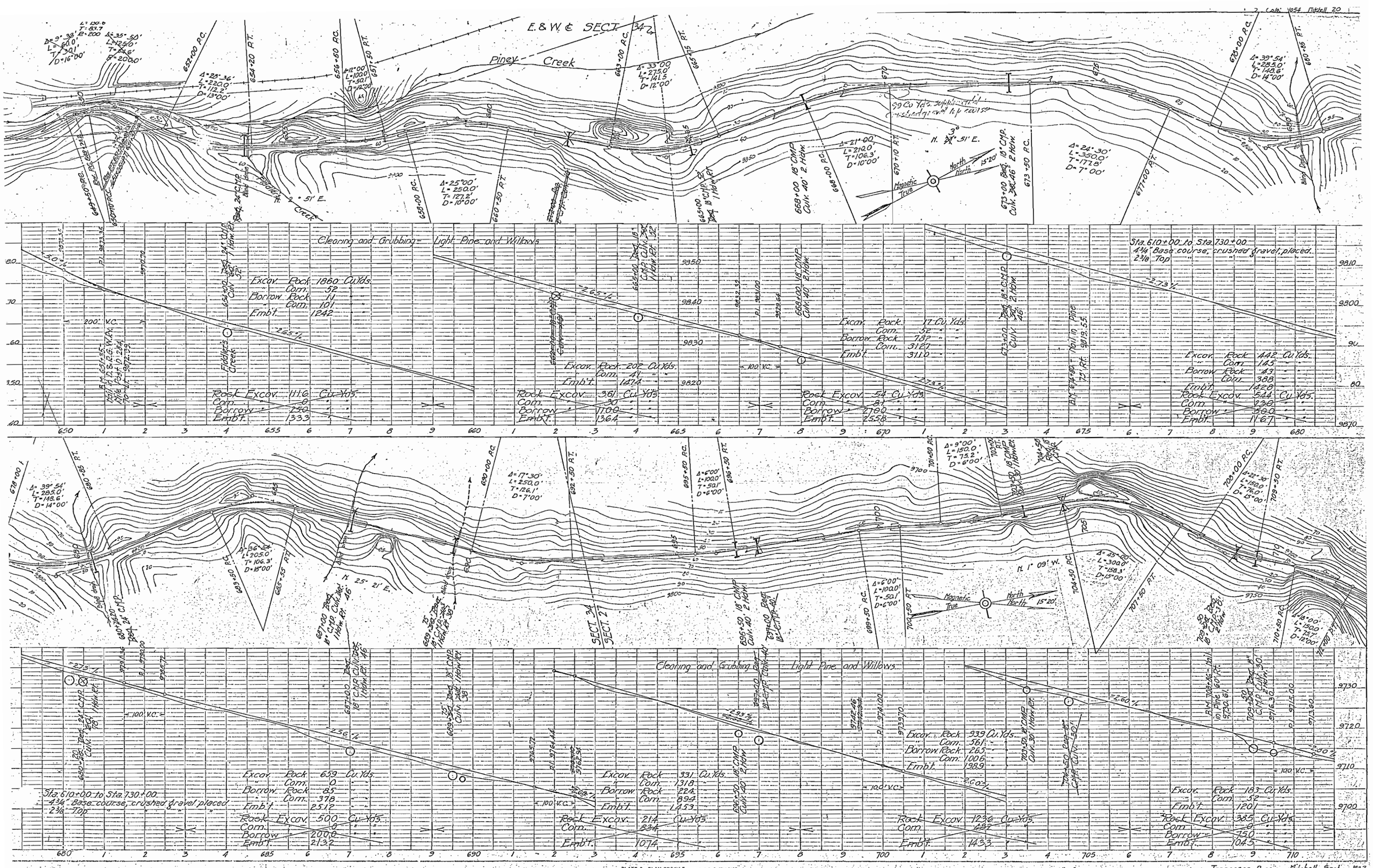


PLATE 2 - PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

As Constructed, Tennessee Pass, Mitchell, Sect. 1923.
and surfacing.

3 Col. 10¾ Maker Type Bk. 21

Piney Creek

Old Road

Line

99 cu.yds. supplemental crushed gravel top course.

Magnetic North 15°20'
True North

708+00 P.C. Δ=22°30' L=150.0' T=76.0' D=15°00'

709+50 P.T.

713+00 P.C. Δ=17°30' L=250.0' T=126.1' D=7°00'

715+20 18" C.M.P. Con. 38' Inlet

715+00 P.T.

710+50 P.C. Δ=49°00' L=350.0' T=183.3' D=14°00'

715+00 P.C.

Δ=49°00' L=225.0' T=118.6' D=20°

723+00 P.C.C.

725+25 P.C.C.

Δ=52°30' L=315.0' T=202.0' D=14°00'

729+00 P.T.

730+00 P.C.

Δ=21°36' L=270.0' T=139.7' D=8°00'

N 71°30' 27" E.

732+00 P.T.

741+75 P.T.

18" C.M.P.

Δ=22°30' L=225.0' R=1000.0'

738+00 P.C.

18" C.M.P.

Δ=18°00' L=150.0' T=75.7' D=12°00'

710+50 P.C.

712+00 P.T.

N 21° 51' E.

18" C.M.P. Culv. 54' Inlet

722+00

F. B.M. & E. SECT. 27

MITCHELL SECTION
EAGLE RIVER SECTION

SECT. 27
SECT. 26

PROPOSED 1930 SURFACING
STA. 730+00 BEGINNIG OF

B.M. 728.65 - Nail in Pine, 40 Ft. + 9668.25

Clearing and Grubbing - Light Pine and Willows

9716.30 P.I. 9715.00 9713.80

-2.60%

100' V.C.

715+00 18" C.M.P. Culv. 38' Inlet

722+00 18" C.M.P. Culv. 34' Inlet

9668.40 P.I. 9668.00 9665.92

-2.80%

-2.17%

9675.08 P.I. 9674.00 9672.50

-3.0%

9666.50 P.I. 9666.00 9663.70

-2.60%

732+00 18" C.M.P. Culv. 40' Inlet

9653.70 P.I. 9652.00 9650.50

-2.60%

"A" Line Profile

9643.40 P.I. 9642.00 9635.50

-3.0%

9634.60 P.I. 9632.60

-2.60%

"A" Line

Comm.

Borr.

Unclass. Excav. 708 Cu. Yds.
Embt. 916 "
Borr. 400 "

9662.40 P.I. 9659.40 9658.55

-3.0%

9657.70 P.I. 9656.00

-0.85%

700' V.C.

"K" Line Profile

"K" LINE NOT CONSTRUCTED

9646.00 9644.50 P.I. 9644.00 9639.00

-3.0%

400' V.C.

-2.60%

K 732+50 Reg. 10" C.M.P. Culv. 136'

K 739+40 Reg. 10" C.M.P. Culv. 52'

"K" Line

Rock Excav. 535 Cu. Yds.
Comm. 222 " "
Embt. 815 " "

As Constructed Quantities

Excav. Rock 172 Cu. Yds.
" Com. 1171 " "
Borrow Rock 49 " "
" Com. 444 " "
Embt. 1823 " "

Excav. Rock 90 Cu. Yds.
" Com. 810 " "
Borrow Rock 35 " "
" Com. 314 " "
Embt. 882 " "

Excav. Rock 19 Cu. Yds.
" Com. 167 " "
Borrow Rock 9 " "
" Com. 84 " "
Embt. 718 " "

Sta. 610+00 to Sta. 730+00
4¾" Base course, crushed gravel, placed
2⅜" Top " " " "

710 1 2 3 4 715 6 7 8 9 720 1 2 3 4 725 6 7 8 9 730 1 2 3 4 735 6 7 8 9 740

CO., CHGO.-N.Y.

PLATE I PLAN-PROFILE B.P.R. STANDARD

Tennessee Pass. Mitchell Sect. 1923

3 Col. 1054 Eagle R. 22

743+60 P.T.

N. 79° 45' E.

748+50 P.C. Δ=38°15' L=1600' T=83.1' R=240'

748+10 P.T.

Δ=31° 00' L=310.0' T=159.1' D=10°00'

744+00 B.C.M.P.

753+13 P.T. Δ=33°42' L=225.0' T=121.4' R=260'

753+50 P.C.

754+50 P.C. Δ=15°00' L=150.0' T=75.4' D=10°00'

756+00 P.T.

756+00 18" C.M.P.

757+00 P.C. Δ=28°00' L=200.0' T=102.0' D=14°00'

759+00 P.T.

760+00 P.C.

760+25 P.T.

762+00 Reg. 18" C.M.P.

Δ=17°54' L=75.0' T=37.8' R=240'

N. 8 S. E. SECT. 26

765+50-18" C.M.P. 281 Long 2 Hdwls.

S. 89° 39' E.

768+50 P.C. Δ=6°00' L=1000' T=500' D=6°00'

769+50 P.T.

770

Δ=12°30' L=2500' T=1255' D=5°

PT 7957+373

PC 7991+459

8017+28

Δ=39°45' L=1809' T=945' D=22°

800+00 P.T.

2-24" Yard Box

Clearing and Grubbing - Light Pine and Willows

As Constructed Quantities

Unclass. Excav. 1017 Cu. Yds
Embt. 1241 " "

Unclass. Excav. 4019 Cu. Yds.
Embt. 955 "

Unclass Excav. 3543 Cu. Yds.
Embt. 658 "

Unclass. Excav. 924 Cu. Yds.
Embt. 779 "

2.64 %

2.50 %

-2.64 %

.30 %

100' V.C.

15" V.C.M.P. 1 Hdw. 40 Lf. Pipe 9603.25

750+00 24" C.M.P. Culv. 30' 2 Hdws.

750+00 24" C.M.P. Culv. 30' 2 Hdws.

762+00 24" C.M.P. Culv. 30' 2 Hdws.

768+50-18" C.M.P. 281 Long 2 Hdwls.

Clearing and Grubbing - Light Pine and Willows

As Constructed Quantities

Unclass Excav. 797 Cu. Yds.
Embt 1492 "

Unclass. Excav. 105 Cu. Yds.
Embt 1135 "

Unclass Excav. 5408 Cu. Yds.
Embt 882 "

772+00 P.C. Δ=9°00' L=150.0' T=75.4' D=6°00'

773+50 P.T.

774+50 24" C.M.P.

779+40 18" C.M.P.

782+00 P.C. Δ=44°00' L=200.0' T=105.2' D=22°00'

784+00 P.T.

784+00 Box Culv. 6'x6' 109 Lf.

785+80 14' Log Bridge

787+10 6'x6' Box Conc.

Jones Gulch

789+00 P.C. Δ=69°-9" L=300.0' T=152.4' D=8°00'

789+00 P.C. Δ=15°00' L=125.0' T=62.8' D=12°00'

790+25 P.T.

SECT 26
SECT 25

793+00-18" C.M.P. 401 Long 2 Hdwls.

796+00 18" C.M.P.

800+00 18" C.M.P.

S. 86° 39' E.

N. 88° 21' E

Tennessee Pass. Sect.
As Constructed Pando.
1923

PLATE 2 - PLAN-PROFILE U. P. R. R. & R. E. STANDARD
KRUPPEL & ZOLP CO., NEW YORK.

DIST. NO.	STATE	PROJ. NO.	SECT. NO.	SHEET NO.	TOTAL SHEETS
3	Colo.	1054	Eagle R.	23	

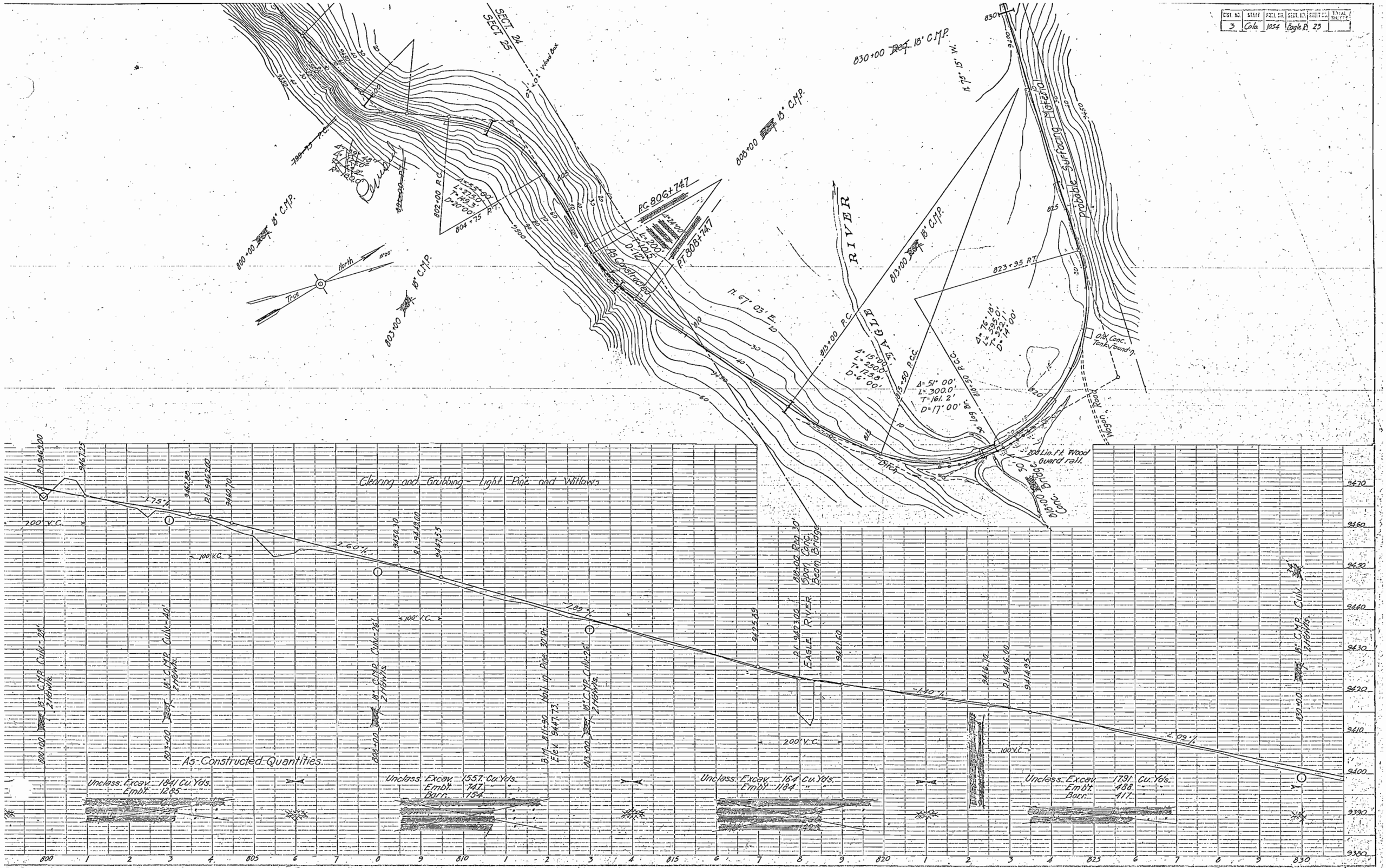


PLATE I PLAN-PROFILE B. P. R. STANDARD

Tennessee Pass. Section. 1923.
As Constructed Pando.

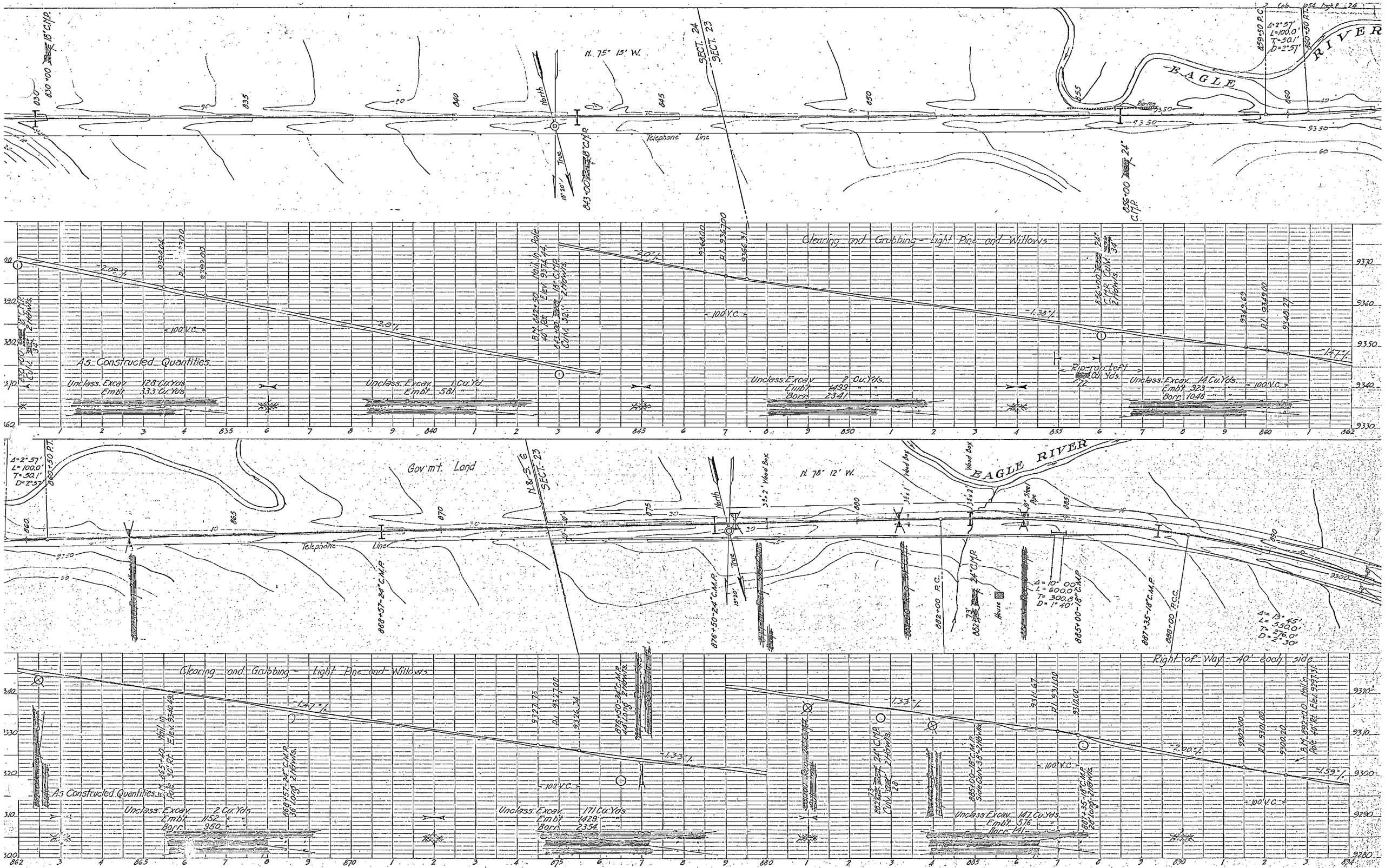


PLATE 2 - PLAN-PROFILE O. P. R. & R. E. STANDARD
PEUFFEL & ESSER CO., NEW YORK.

Tennessee Pass. Sect. 1923
As Constructed Pando.

3... Cob. 1054. Eagle R. 23.

Ditch

K 835+51 P.C.

K 836+50 Rep. 18" C.M.P.

Δ=32° 27'
L=324.5'
T=166.9'
D=9°00'

K 836+75 P.T.

839+29.5 "K" Line = 904+45 "A" Line

True North

15°20'

E. & W. & SECT. 23

"K" Line-U.S. 160 County Road-"A"

N. 32° 49' W.

916+00 18" C.M.P.

920+20-18" C.M.P.

922+30-18" C.M.P. Right and Left

Ditch

Telephone Line

Rip-rap Material

Ditch

Stock Yard

Cottage

913+26-18" C.M.P.

914+90-18" C.M.P.

902+50 18" C.M.P.

903+00 P.C.

Δ=5°48'
L=145.0'
T=72.6'
D=4°00'

904+45 P.T.

Δ=15°50'
L=950.0'
T=478.2'
D=1°40'

SECT. 22
SECT. 23

Right of Way - 40' each side.

Clearing and Grubbing - Light Pine and Willows

"A" Line Profile

-1.59 %

902+50 18" C.M.P. Culv. - 32' 2 Hdwls.

928+16 = "K" Line Connects

-1.00 % V.C.

934+00
P.I. 927+00
927+25

916+00 18" C.M.P. Culv. - 32' 2 Hdwls.

B.M. 917+50
Elev. 925.05

920+20-18" C.M.P. Side Culv. 16" 2 Hdwls.

Pt. 922+30-18" C.M.P. Side Culv. 16" 2 Hdwls.
L.t. 922+30-18" C.M.P. Side Culv. 20" 2 Hdwls.

-1.53 %

P.I. 924+00
924+77

-1.00 % V.C.

As Constructed Quantities.

Unclass. Excav. 9 Cu. Yds.
Embt. 1298 " "
Borr. 372 " "

Embt. 683 Cu. Yds.

K836+50 Rep. 18" C.M.P. Culv. 40'

P.I. 928+00
928+25
928+16

-0.50 % V.C.

"K" Line Profile

-1.57 %

"K" Line 839+345 Elev. 928.83
"A" Line 904+50 Elev. 928.16

-1.00 % V.C.

"K" Line { Embt. Borrow 1000 Cu. Yds.
Embt. 876 " "

As Constructed Quantities.

Unclass. Excav. 13 Cu. Yds.
Embt. 1412 " "

9.3+25-18" C.M.P. Side Culv. 16" 2 Hdwls.

914+90-18" C.M.P. Side Culv. 16" 2 Hdwls.

Unclass. Excav. 24 Cu. Yds.
Embt. 1132 " "
Borrow 2338 " "

K830 1 2 3 4 K835 6 7 8 9 905 6 7 8 9 910 1 2 3 4 915 6 7 8 9 920 1 2 3 4 5 926

9300 9290 9280 9270 9260 9250 9240 9230 9220 9210

PLATE I PLAN-PROFILE B. P. R. STANDARD

Tennessee Pass. Sect. 1923. 25
As Constructed Pando.

SECT. 22
SECT. 15

N. 32° 49' W.

EAGLE RIVER

E. & W. @ SECT. 15

930+00 18" C.M.P.

935

940

945

950+00 24" C.M.P.

955

24.5' Wood Box

True North

15° E

Bl. 924.00

Right of Way - 40' each side

100'

1.70 %

-1.33 %

930+00 18" C.M.P. Coat. 3/4" 2 Thawls

Bl. 922.85

Bl. 922.00

Bl. 922.33

Bl. 922.67

Bl. 923.00

Bl. 923.75

B.M. 940+00 Notch on Bolt Elev. 922.15

Clearing and Grubbing - Light Pine and Willows

-0.50 %

Bl. 922.50

Bl. 922.00

Bl. 921.50

950+00 24" C.M.P. Coat. 1/4" 2 Thawls

Bl. 922.00

Bl. 922.75

Bl. 923.75

Right of Way - 40' each side

100' V.C.

200' V.C.

As Constructed Quantities

Embk. 1039 Cu. Yds
Borr. 1368 " "

Embk. 1229 Cu. Yds.

Rip-rap left 39 Cu. Yds.

Rip-rap left 71 Cu. Yds.

Unclass. Excav. 222 Cu. Yds.
Embk. 1010 "

Rip-rap left 50 Cu. Yds.

Unclass. Excav. 191 Cu. Yds.
Embk. 457 " "
Borr. 241 " "

7 8 9 930 1 2 3 4 935 6 7 8 9 940 1 2 3 4 945 6 7 8 9 950 1 2 3 4 955 6 7 8 958

Creek

40' Pile Bridge

965

19' Log Bridge

970

15'x2' Box

N. 32° 49' W.

1'x2' Wood Box

Guy

975

Ditch

30" C.M.P.

967+00

E. & W. @ SECT. 15

964+30 24' Conc. Bridge

ELK CREEK

Telephone Line

980

6" Wt. I Pipe

SECT. 15
SECT. 10

Δ=12° 00'
L=720.0'
T=361.3'
D=1° 40'

Elk Cr. Road

981+70 P.T.

985

984+00 18" C.M.P.

990

973+50 18" C.M.P.

974+50 P.C.

Bl. 922.00

Bl. 922.75

Bl. 923.50

Bl. 922.25

Bl. 922.00

Bl. 921.75

Bl. 921.50

Bl. 921.25

Bl. 921.00

Bl. 920.75

Bl. 920.50

Bl. 922.75

Bl. 922.50

Bl. 922.25

Bl. 922.00

Bl. 921.75

Bl. 921.50

Bl. 921.25

Bl. 921.00

Right of Way - 40' each side

-0.50 %

+0.50 %

-0.50 %

+0.50 %

-0.50 %

+1.0 %

-1.0 %

100' V.C.

964+30, Proj. 24' Span Conc. Beam Bridge

973+50 18" C.M.P. Coat. 1/4" 2 Thawls

984+00 18" C.M.P. Coat. 1/4" 2 Thawls

As Constructed Quantities

Unclass. Excav. 6 Cu. Yds.
Embk. 984 " "

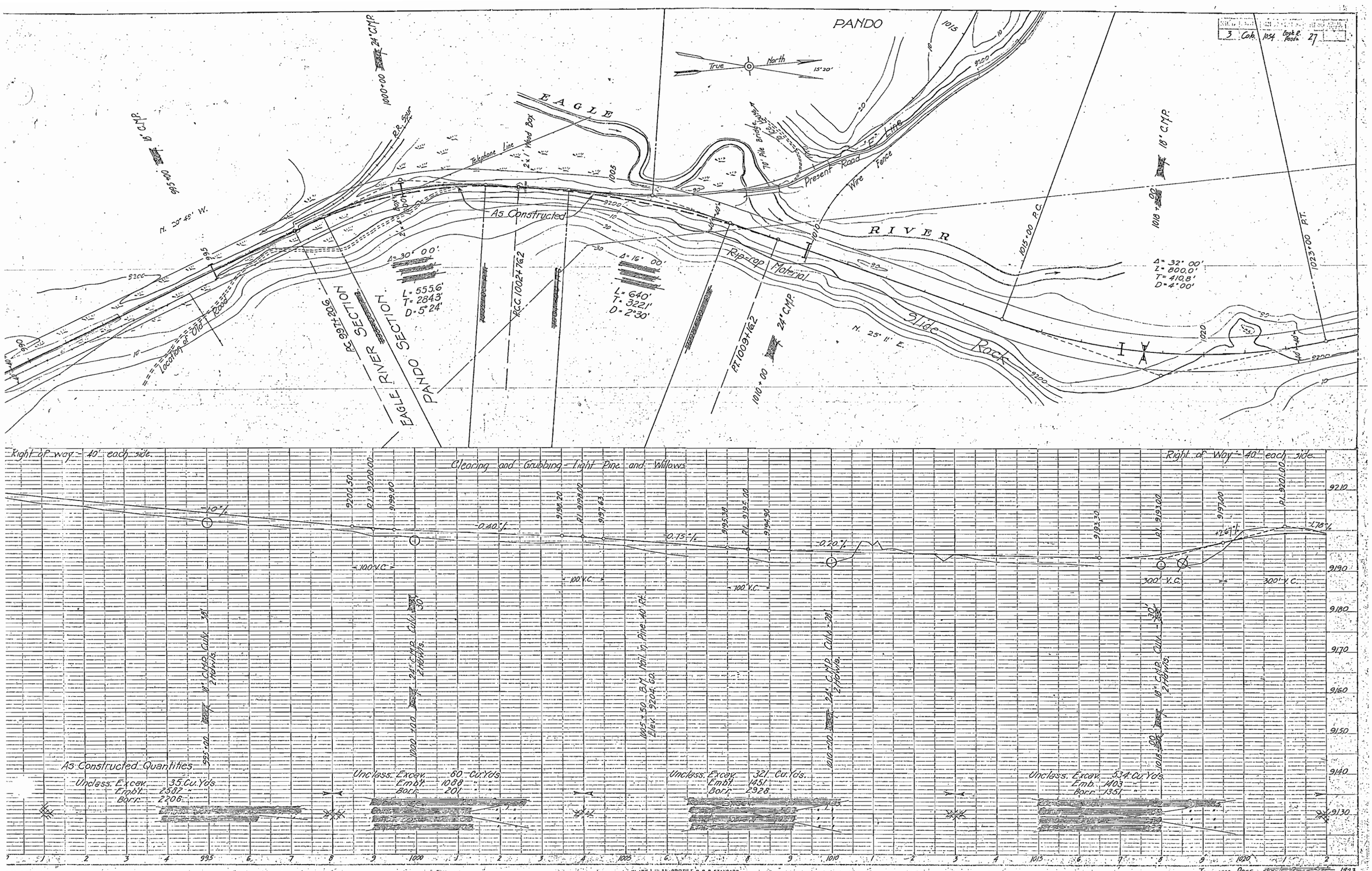
Unclass. Excav. 115 Cu. Yds.
Embk. 815 " "
Borr. 1013 " "

Unclass. Excav. 52 Cu. Yds.
Embk. 907 " "
Borr. 349 " "

958 9 960 1 2 3 4 965 6 7 8 9 970 1 2 3 4 975 6 7 8 9 980 1 2 3 4 985 6 7 8 9 990

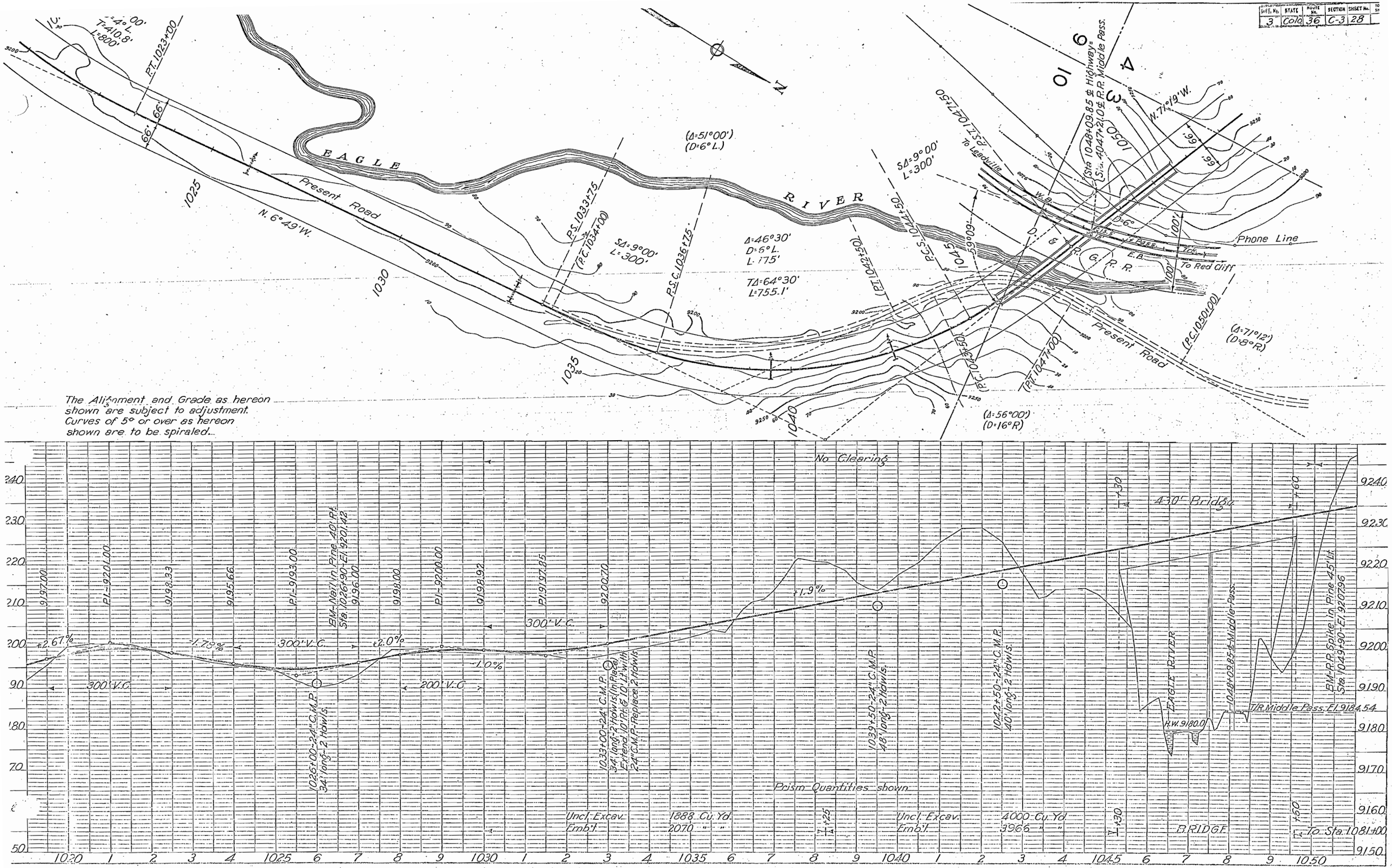
PLATE 2 - PLAN-PROFILE C. P. R. R. & R. R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

Tennessee Pass. Sect. 1922
As Constructed Pando.



PANDO
True North
15°20'
EAGLE
RIVER
Present Road "F" Line
Wire Fence
Telephone Line
2'x1' Wood Box
R.R. Spur
As Constructed
Rip-rap Material
Slide Rock
Location of Old Road
EAGLE RIVER SECTION
PANDO SECTION
P.C.C. 1002+76.2
P.T. 1009+16.2
P.C. 997+20.6
Δ=30° 00'
L=555.6'
T=284.3'
D=5°24'
Δ=16° 00'
L=640'
T=322.1'
D=2°30'
Δ=32° 00'
L=800.0'
T=410.8'
D=4°00'
N. 20° 49' W.
N. 25° 11' E.
1015+00 P.C.
1023+00 P.T.
1010+00
24" C.M.P.
18" C.M.P.
Right of way - 40' each side.
Clearing and Grubbing - Light Pine and Willows.
Right of Way - 40' each side.
-1.0%
-0.40%
-0.75%
-0.20%
+2.67%
-1.78%
100' V.C.
300' V.C.
18" C.M.P. Culv. 38' 2 Hdwls.
24" C.M.P. Culv. 30' 2 Hdwls.
1005+50 B.M. Nail in Pine 40' Rt. Elev. 9204.60
24" C.M.P. Culv. 28' 2 Hdwls.
18" C.M.P. Culv. 30' 2 Hdwls.
As Constructed Quantities
Unclass. Excav. 35 Cu. Yds.
Embt. 2582
Borr. 2206
Unclass. Excav. 60 Cu. Yds.
Embt. 1088
Borr. 201
Unclass. Excav. 321 Cu. Yds.
Embt. 1451
Borr. 2928
Unclass. Excav. 534 Cu. Yds.
Emb. 1403
Borr. 1351
PLATE I PLAN-PROFILE B. P. R. STANDARD
Tennessee Pass. As Constructed Pando Section 1923

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TO SH
3	Colo	36	C-3	28	



The Alignment and Grade as hereon shown are subject to adjustment. Curves of 5° or over as hereon shown are to be spiraled.

PLATE 1 - PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS (PANDO OVERPASS)

28 Re

3 Colo. 1054 Pondo 28

Δ=32°00'
L=800.0'
T=410.8'
D=4°00'

1023+00 P.T.

N. 6° 49' W.

True North

15°20

EAGLE RIVER

Δ=51°00'
L=850.0'
T=455.7'
D=6°00'

1034+00 P.C.

Δ=30°00'
L=500.0'
T=256.0'
D=6°00'

1039+00 P.T. Main Line

24" C.M.P.

1026+00 24" C.M.P.

1033+00 24" C.M.P.

1049+50 R.C.

G. D. & R.G.W.-E. Bound Track 1
G. D. & R.G.W.-W. Bound Track 2
35°21' Crossing to Head Ahead

Req.- 290' Viaduct

S 87° 11' W.

Δ=106°54'
L=280.0'
T=202.4'
R=150'

1045+80 P.T.

Δ=56°00'
L=350.0'
T=190.9'
D=16°00'

G 1047+00 P.T.

Req.-220 R.C.

Approx. 6°00' Curve

Δ=71°12'
L=890.0'
T=513.2'
D=8°00'

G 1050+00 P.C.

Constructed G. Line

24" C.M.P.

G 1048+50

Right of Way 40' each side.

Clearing and Grubbing - Light Pine and Willows

Rock Excav. 255 Cu. Yds.
Comm'l Embt. 1018 " "
Embt. 2199 " "

Note: This Line between Sta. 1039 and Sta. 1072+26 not constructed See G. Line.

Right of Way 40' each side.

As Constructed Quantities

Unclass. Excav. 539 Cu. Yds.
Embt. 906 "
Borr. 148 "

Unclass. Excav. 2374 Cu. Yds.
Embt. 1224 "
Borr. 148 "

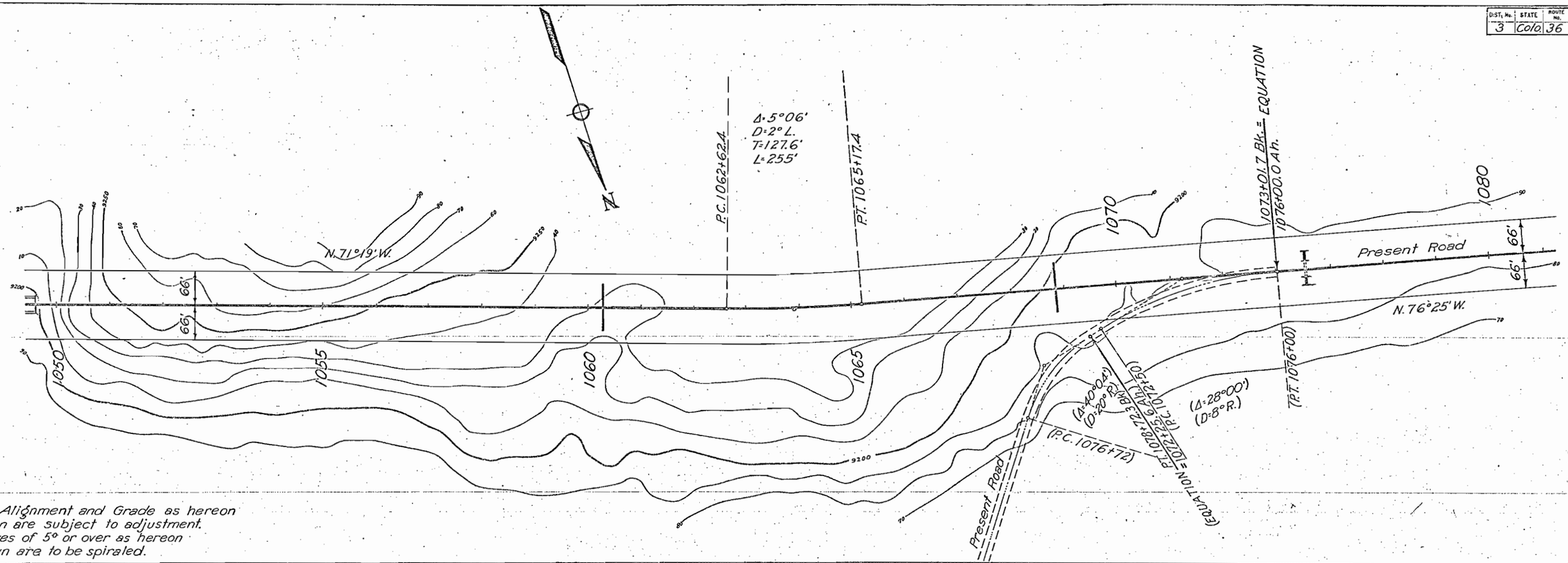
Unclass. Excav. 2056 Cu. Yds.
Embt. 1704 "

G. Line Profile

As Constructed Tennessee Pass, Pondo Section. 1923. 1930

PLATE I PLAN-PROFILE D. P. R. STANDARD

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36	C-3	29	



The Alignment and Grade as hereon shown are subject to adjustment. Curves of 5° or over as hereon shown are to be spiraled.

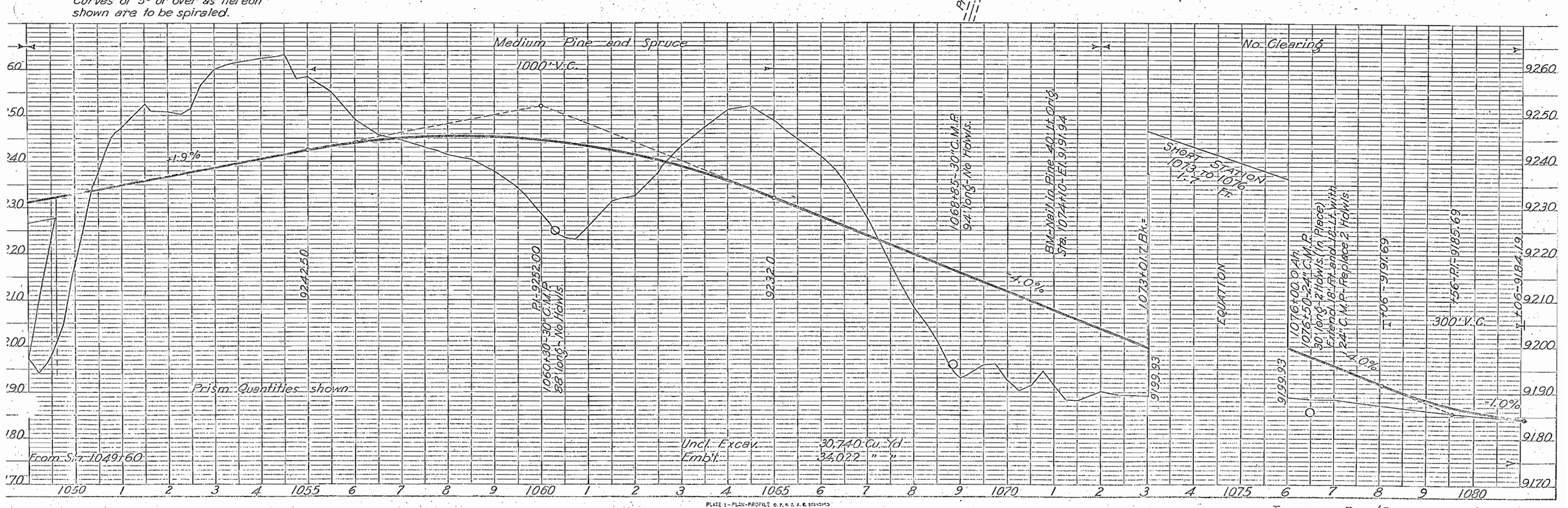
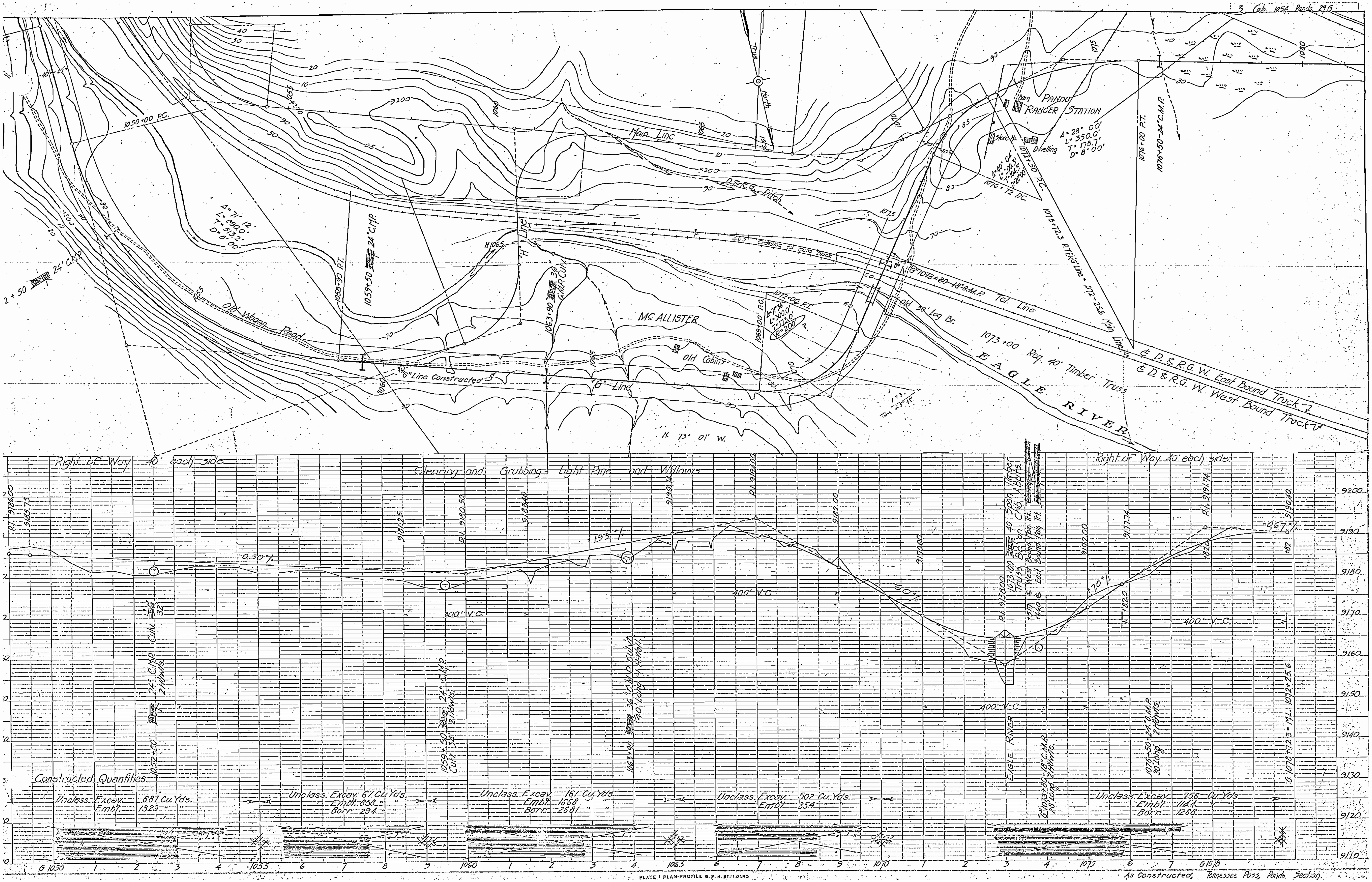


PLATE 1—PLAN-PROFILE U. P. R. D. A. M. STANDARD
KEUFFEL & ESSER CO., NEW YORK



3 Cab. 1054 Pando 29G
True North
Main Line
D.&R.G. Ditch
PANDO RANGER STATION
Barn
Store Hs.
Dwelling
Δ= 28° 00'
L= 350.0'
T= 178.7'
D= 8° 00'
Δ=40° 04'
L=200.3'
T=104.5'
D=20°00'
1072+50 P.C.
1076+72 P.C.
1076+00 P.T.
1076+50-24" C.M.P.
1076+72.3 P.T."G" Line = 1072+25.6 Main Line
1050+00 P.C.
Δ= 71° 12'
L= 890.0'
T= 513.2'
D= 8° 00'
1058+90 P.T.
1059+50 24" C.M.P.
1063+90 36" C.M.P. CUV.
"H" Line
H 1065
1069+00 P.C.
1072+00 P.T.
Δ=71°36'
L=300.0'
T=173.0'
R=200'
263' Crossing to Abov Block
"G"1073±80-18" C.M.P.
Tel. Line
Old 50' Log Br.
1073+00 Req. 40' Timber Truss
EAGLE RIVER
℄ D.&R.G.W. East Bound Track
℄ D.&R.G.W. West Bound Track
Mc ALLISTER
Old Cabins
Old Wagon Road
"G" Line Constructed
"G" Line
N. 73° 01' W.
24" C.M.P.
Right of Way 40' each side.
Clearing and Grubbing - Light Pine and Willows
Right of Way 40' each side.
P.T. 9186.00
9185.75
-0.50%
9181.25
P.I. 9180.50
300' V.C.
9183.40
+1.93%
9190.14
P.I. 9194.00
400' V.C.
9182.00
-6.0%
9170.00
P.I. 9158.00
400' V.C.
+7.0%
9172.00
9177.74
+182.0
400' V.C.
P.I. 9191.74
+182.0
-0.67%
9190.40
+82
1052+50 24" C.M.P. 2 H'dwls. CUV. 32'
1059+50 24" C.M.P. CUV. 34' 2 H'dwls.
1063+90 36" C.M.P. CULV. 40' Long 1 H-Wall.
1073+00 40 Span Timber Truss Br. on Crib Abuts.
+51.7 ℄ West Bound Main Trk.
+66.0 ℄ East Bound Main Trk.
EAGLE RIVER
"G"1073+80-18" C.M.P. 28' Long 2 H'dwls.
1076+50-24" C.M.P. 30' Long 2 H'dwls.
G 1078+72.3 = M.L. 1072+25.6
Constructed Quantities
Unclass. Excav. 687 Cu. Yds.
Embt. 1329 " "
Unclass. Excav. 67 Cu. Yds.
Embt. 858 " "
Borr. 294 " "
Unclass. Excav. 161 Cu. Yds.
Embt. 1668 " "
Borr. 2681 " "
Unclass. Excav. 502 Cu. Yds.
Embt. 354 " "
Unclass. Excav. 756 Cu. Yds.
Embt. 1144 " "
Borr. 1268 " "
9200
9190
9180
9170
9160
9150
9140
9130
9120
9110
G 1050
1
2
3
4
1055
6
7
8
9
1060
1
2
3
4
1065
6
7
8
9
1070
1
2
3
4
1075
6
7
G 1078
PLATE I PLAN-PROFILE B. P. R. STANDARD
As Constructed, Tennessee Pass, Pando Section.

STATE				SECTION	TOTAL SHEETS
3	Colo.	1057	Pando-Homestake	30	31

BEGINNING OF HOMESTAKE SECTION - AS CONSTRUCTED

Clearing and Grubbing - Light Pine, Aspen and Brush

E 1072+86 P.C.

Δ=58°43'
L=587.2'
T=322.7'
D=10°00'

E 1078+06 P.T. = PLUGGIN 07+72

E 1071+50 P.T.

"E" Line 7

Temporary Connⁿ

11+07.8
11+07.8

24" C.M.P.

1083+00 P.C. 10+00

PANDO SECTION
HOMESTAKE SECTION

1087+00 P.C. 14+00

Present Main Road

Surfacing Material

Δ=64°00'
L=800.0'
T=447.9'
D=8°00'

Telephone Line 7 (12 Wires)

N. 12° 21' W.

1095+50 P.T.

1096+00 18" C.M.P.

Magnetic True North North 15°20'

1097+50 P.C.

Δ=41°00'
L=410.0'
T=214.5'
D=10°00'

1101+60 P.T.

N. 53° 21' W.

1102+21 18" C.M.P.

Old Dump

Surfacing Material

1105+50 P.C.

Δ=10°00'
L=250'
T=125.3'
D=4°00'

1106+75 24" C.M.P.

1108+00 P.T.

1083+00 P.C. 24+41
C.M.P. 2 Holes
Cuts 5.3 3.4

As Constructed Quantities

Unclass. Excav. 662 Cu. Yds.
Emb. 3446
Borr. 2498

Rock Exc.	151.2 Cu. Yds.
Com.	1208.0
Emb. Borrow	243.1
Emb.	879.6

1093+25 | Roll in Pine 40' Lt. | 9201.86

1096+00 18" C.M.P. 3 1/2 Holes

Rock Exc.	46.8 Cu. Yds.
Com.	191.7
Emb.	990.3

1102+21 18" C.M.P. 27 Holes

1106+75 24" C.M.P. 23 Holes

Com. Exc.	2518.9 Cu. Yds.
Emb.	749.4

U. S. G. S. Datum

9199.35 | Pl. 9203.00 | 9200.38 | 9197.75 | Pl. 9196.00 | 9193.00 | 9181.00 | Pl. 9178.00 | 9173.50 | 9162.25 | Pl. 9160.00 | 9158.25 | 9153.75 | Pl. 9148.50 | 9162.00 | Pl. 9160.00 | 9166.06

+2.97% | -1.75% | -1.0% | -3.50% | -0.5%

300' V.C. | 200' V.C. | 100' V.C.

9210 9200 9190 9180 9170 9160 9150 9140 9130

1080 1 2 3 4 1085 6 7 8 9 1090 1 2 3 4 1095 6 7 8 9 1100 1 2 3 4 1105 6 7 8 9 1110 1 2

PLATE I PLAN-PROFILE U. S. R. S. STANDARD

Tennessee Pass Homestake Sect. 1923.

					SHEET NO.	TOTAL SHEETS
3	Colo.	1059	Hamilton	31	32	

Surfacing Material

Clearing and Grubbing - Light Pine, Aspen and Brush

Blodgett, Owner

Magnetic True North 15° 20'

N. 63° 21' W.

N. 48° 21' W.

N. 38° 47' W.

As Constructed

S.E. ¼ Sec. 5. T. 7 S. R. 80 W.

S.W. ¼ Sec. 5. T. 7 S. R. 80 W.

Δ = 45° 00'
L = 450.0'
T = 237.6'
D = 10° 00'

Δ = 32° 00'
L = 2000.0'
T = 102.7'
D = 16° 00'

Δ = 28° 00'
L = 350.0'
T = 178.7'
D = 8° 00'

Rev. Δ = 9° 34' Rt.
D = 4° 00'
R = 1432.7
T = 119.9
L = 239.2

1113+50 B.C.

1117+00 R.C.

1117+00 R.C.

1124+50 P.T.

1128+50 18" C.M.P.

1122+50 18" C.M.P.

1117+20 18" C.M.P.

1115+40 18" C.M.P.

P.C. 1132+11.3

P.T. 1134+50.5

1138+00 18" C.M.P.

1115+40 18" C.M.P. 33.2 H.M.

B.M. 1117+50 - Nail in Pine 200 Lt. 9133.09

1117+20 18" C.M.P. 29.2 H.M.

1122+50 18" C.M.P. 28.2 H.M.

1128+50 18" C.M.P. 26.2 H.M.

1138+00 18" C.M.P. 26.2 H.M.

As Constructed Quantities

Rock Exc.	273.3	Cu. Yds.
Com.	361.3	"
Emb.	1456.2	"

Rock Exc.	120.3	Cu. Yds.
Com.	1082.6	"
Emb.	812.9	"

Rock Exc.	97.5	Cu. Yds.
Com.	577.2	"
Emb. Borrow	208.3	"
Emb.	764.3	"

Rock Exc.	114.6	Cu. Yds.
Com.	393.8	"
Emb. Borrow	94.1	"
Emb. Swamp	482.0	"

Note: Rev. to 1160+00

9164.75 P.I. 9149.50 9144.75 9142.50 P.I. 9148.00 9146.32 9140.50 P.I. 9138.00 9136.50 9122.50 P.I. 9118.00 9116.00 9104.00 P.I. 9098.00 9092.00 P.I. 9092.00 9085.25 9079.50 P.I. 9074.00 9068.17 9063.56 P.I.

3.50° 3.50° 1.67° 1.67° 4.07° 4.07° 4.06° 4.06° 4.93° 4.93°

300' V.C. 200' V.C. 300' V.C. 100' V.C. 200' V.C. 200' V.C.

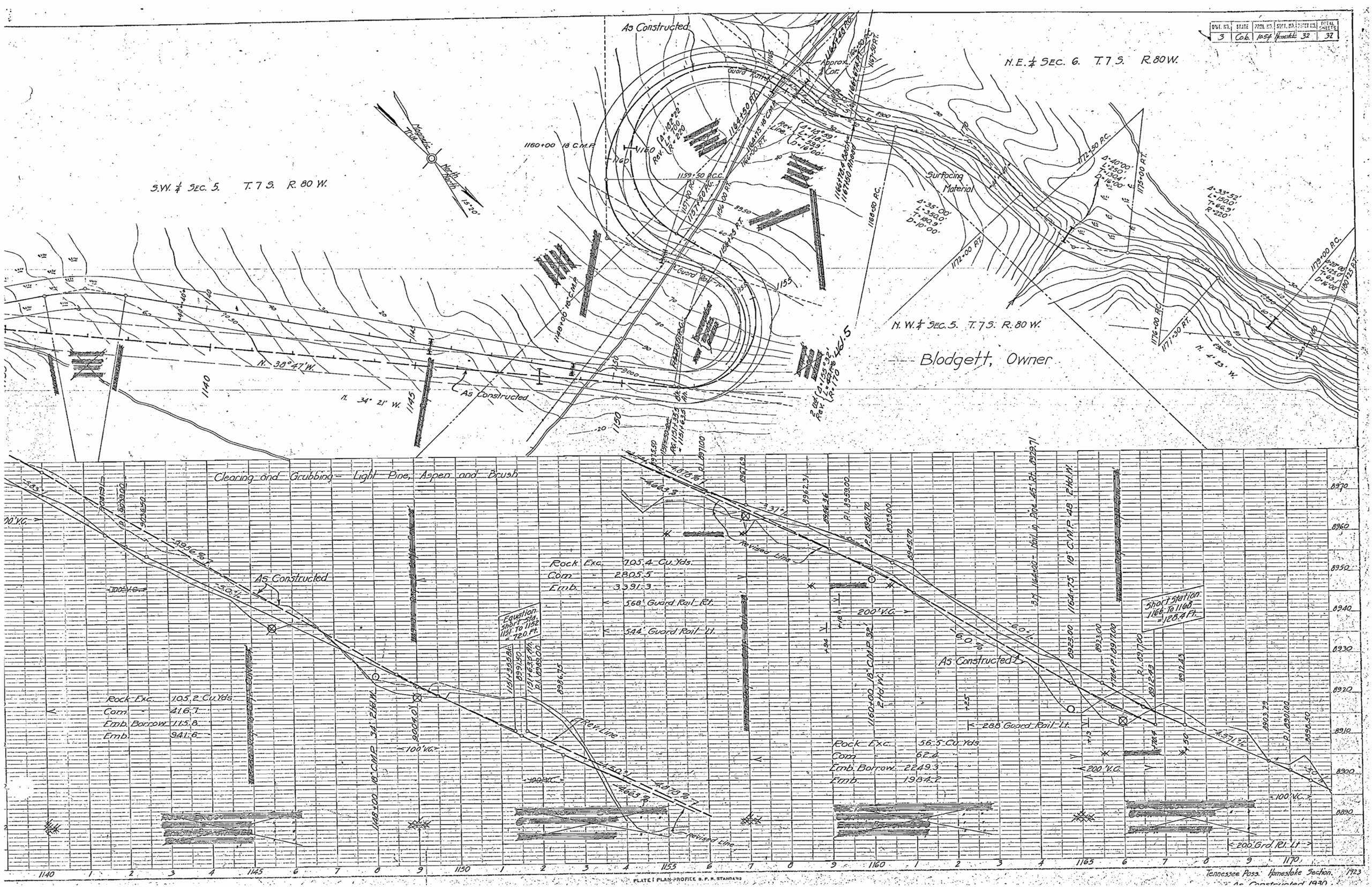
9100 9090 9080 9070 9060 9050 9040 9030 9020

1110 1 2 3 4 1115 6 7 8 9 1120 1 2 3 4 1125 6 7 8 9 1130 1 2 3 4 1135 6 7 8 9 1140

PLATE I PLAN-PROFILE U. P. R. STANDARD

EN CO., CHICAGO, N.Y.

Tennessee Pass. Homestake Section. 1923.
As Constructed 1930.



DIST. NO. 3
STATE Colo.
PROJ. NO. 1054
SECT. NO. Homestake
SHEET NO. 32
TOTAL SHEETS 32
As Constructed
N.E. ¼ SEC. 6. T.7 S. R.80 W.
S.W. ¼ SEC. 5. T.7 S. R.80 W.
N.W. ¼ SEC. 5. T.7 S. R.80 W.
Blodgett, Owner
Surfacing Material
Guard Rail
Approx. ¼ Cor.
Magnetic True
North
N. 38° 47' W.
N. 34° 21' W.
N. 4° 23' W.
Clearing and Grubbing - Light Pine, Aspen and Brush
Rock Exc. 705.4 Cu. Yds.
Com. 2805.5
Emb. 3391.3
568' Guard Rail Rt.
544' Guard Rail Lt.
Equation Short Sta. 1151 To 1152 = 72.0 Ft.
Short Station 1166 To 1168 = 128.4 Ft.
Rock Exc. 105.2 Cu. Yds.
Com. 416.7
Emb. Borrow 115.8
Emb. 941.6
Rock Exc. 56.5 Cu. Yds.
Com. 62.4
Emb. Borrow 2249.3
Emb. 1984.2
288' Guard Rail Lt.
200' Grd. Rl. Lt.
Revised Line
Rev. Line
As Constructed
Tennessee Pass. Homestake Section. 1923
As Constructed 1930
PLATE I PLAN-PROFILE B. P. R. STANDARD

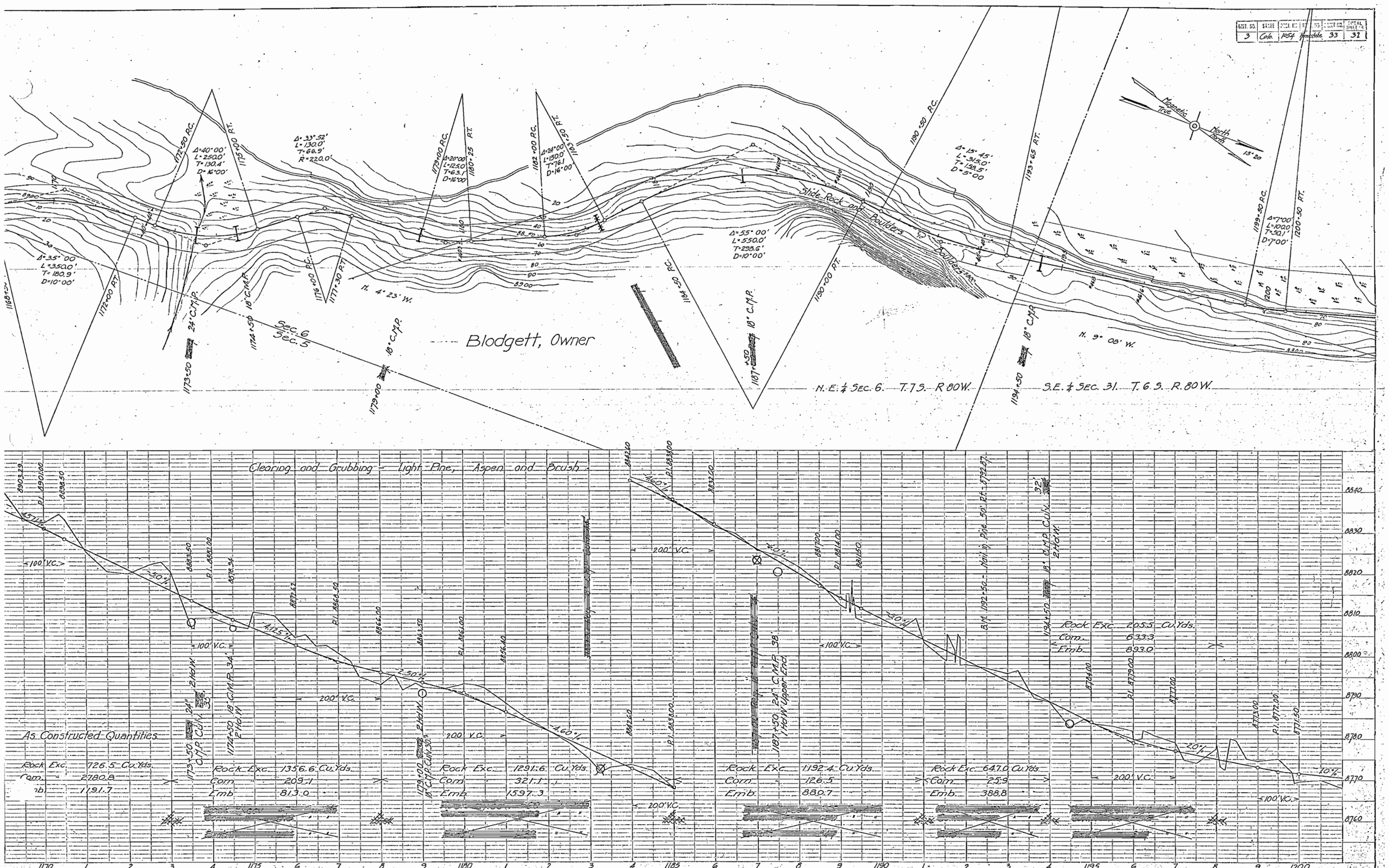


PLATE I PLAN-PROFILE B. P. R. STANDARD

Tennessee Pass, Homestake Sect. 1923

DIST. NO.	STATE	FED. AID PROJ. NO.	SECT. NO.	SHEET NO.	TOTAL SHEETS
3	Colo	1854	Homestake	37	37

1200+50 P.T.

1206+00 P.C.

Δ= 21° 00'
L= 350.0'
T= 177.1'
D= 6° 00'

1209+50 P.T.

1210+36 18" C.M.P.

HOMESTAKE CREEK

Prov. Hole 1215

Prov. Hole

Prov. Hole

Gravel Pit

Surfacing Material

1220

1225

1232+00 P.C.

Δ= 46° 00'
L= 100.0'
T= 50.1'
D= 6° 00'

8300

1203+00 18" C.M.P.

1204+00 P.C.

Δ= 5° 00'
L= 1000'
T= 50.1'
D= 5° 00'

1205+00 P.T.

1210+18.2 P.C.

Δ= 13° 00'
L= 162.5'
T= 81.7'
D= 8° 00'

1211+80.8 P.T.

1212+50 18" C.M.P.

N. 19° 00' W.

1217+00 P.C.

Δ= 20° 00'
L= 250.0'
T= 126.4'
D= 8° 00'

1219+50 P.T.

Magnetic True North

North 15° 20'

1230

8750

45

Clearing and Grubbing — Light Pine, Aspen and Brush

-10%

+0.50%

-20%

-0.30%

200' V.C.

200' V.C.

200' V.C.

1203+00 18" C.M.P. 1 Ha.W.

1210+36 18" C.M.P. 271 2 Ha.W.

1212+50 18" C.M.P. 301 2 Ha.W.

8+14.67 1214+50 Mahlon Pine 40.2ft

8760.00

P.I. 8759.00

8759.50

8760.50

P.I. 8761.00

8759.00

8755.00

P.I. 8753.00

8752.50

8780

8770

8760

8750

8740

8730

8720

8710

8700

As Constructed Quantities.

Rock Exc. 426.8 Cu. Yds.
Com. 1396.2 " "
Emb. 984.8 " "

Rock Exc. 322.5 Cu. Yds.
Com. 1040.5 " "
Emb. 1291.3 " "

Rock Exc. 1150.1 Cu. Yds.
Com. 2433.1 " "
Emb. 913.9 " "

Emb. 1262.4 Cu. Yds.

1200 1 2 3 4 1205 6 7 8 9 1210 1 2 3 4 1215 6 7 8 9 1220 1 2 3 4 1225 6 7 8 9 1230

PLATE I PLAN-PROFILE B. P. R. R. STANDARD

Tennessee Pass. Homestake Section. 1923.
As Constructed 1930.

Book No.	State	Date	Sheet No.	Total Sheets
3	Colo.	1924	Homestake	35	37

Magnetic True North North 15°20'

1232+00 P.C. Δ=6°00' L=100.0' T=50.1' D=6°00'

1233+00 P.T.

1233+50 18" C.M.P.

1234+50 P.C. Δ=16°30' L=275.0' T=138.5' D=6°00'

1237+25 P.T.

1238+00 P.C. Δ=39°00' L=325.0' T=169.1' D=12°00'

1241+25 P.T.

HOMESTAKE

HOMESTAKE CAMP GROUND

1246+25 18" C.M.P.

N. 27° 38' W.

1249+00 P.C. Δ=12°30' L=250.0' T=125.5' D=5°00'

1251+50 P.T.

1253+00 18" C.M.P.

1254+50 P.C. Δ=4°00' L=100' T=50.1' D=4°00'

1255+50 P.T.

CREEK

1260+50 P.C. Δ=9°00' L=150.0' T=75.2' D=6°00'

1262+00 P.T.

Clearing and Grubbing - Light Pine, Aspen and Brush

8714.75 P.I. 8716.25 8747.33 8748.92 P.I. 8749.50 8752.00 8760.00 8762.00 8755.50 8751.00 8756.12 8750.88 8750.00 8747.50 P.I. 8738.75 P.I. 8735.00

-0.50% +1.08% +3.50% -2.50% -0.80% -2.50% +0.30%

400' V.C. 200' V.C. 200' V.C. 200' V.C. 200' V.C. 300' V.C.

1233+50 18" C.M.P. 31' 2 Hd.W.

1245+50 - Noll in Pine 100 Lf.

1246+25 18" C.M.P. 32' 2 Hd.W.

1253+00 18" C.M.P. 31' 2 Hd.W.

As Constructed Quantities

Rock Exc.	709.5	Cu. Yds.
Com. "	1075.5	"
Emb.	1874.0	"

Rock Exc.	192.5	Cu. Yds.
Com. "	718.0	"
Emb.	488.0	"

Rock Exc.	184.1	Cu. Yds.
Com. "	914.2	"
Emb. Borrow	451.3	"
Emb.	783.3	"

Rock Exc.	380.5	Cu. Yds.
Com. "	936.6	"
Emb. Borrow	261.0	"
Emb.	1285.2	"

1230 1 2 3 4 1235 6 7 8 9 1240 1 2 3 4 1245 6 7 8 9 1250 1 2 3 4 1255 6 7 8 9 1260

8710 8760 8750 8740 8730 8720 8710 8700 8690

N CO., ENGR., N.Y.

PLATE I PLAN-PROFILE B. P. R. STANDARD

Tennessee Pass Homestake Sect. 1923.

As Constructed 1930

3	Colo.	1254	Forestdale	36	37

HOMESTAKE CREEK

Trail to Hill Cross Mt.

Δ=9°00' L=150.0' T=75.2' D=6°00'

Δ=18°45' L=375.0' T=189.3' D=5°00'

Δ=16°00' L=160.0' T=80.6' D=10°00'

Δ=6°00' L=150.0' T=75.2' D=4°00

Δ=30°00' L=150.0' T=76.0' D=20°0

Δ=20°00' L=125.0' T=63.1' D=16°00'

Δ=4°00' L=100.0' T=50' D=4°00'

Δ=10°15' L=205.0' T=102.9' D=5°00'

Δ=5°00' L=100.0' T=50.0' D=5°00'

Δ=5°00' L=100.0' T=50.1' D=5°00'

1260+50 P.C.
1262+00 P.T.
1263+00 P.C.
1264+80 P.T.
1267+00 P.C.
1270+75 P.T.
1271+50 P.C.
1276+50 P.C.
1278+00 P.T.
1279+00 P.C.
1280+50 P.T.
1281+50 P.C.
1282+75 P.T.
1283+65 P.C.
1284+65 P.T.
1288+22 P.C.
1289+95 P.C.
1290+64 P.C.
1292+00 P.T.
1293+64 P.T.

N. 37° 00' W.
N. 7° 53' W.

Surfacing Material
Boulders

Magnetic True North
Req. 12°00'
15°20'

1259+80 18" C.M.P. 34' 1 Haw
1263+00 18" C.M.P.
1264+80 18" C.M.P.
1266+00 18" C.M.P. 34' 1 Haw Upper End
1272+00 18" C.M.P.
1273+40 18" C.M.P.
1275+40 18" C.M.P. 34' 1 Haw Upper End
1279+00 Proj. 18" C.M.P. Cul. 130'
1286+33 18" C.M.P. 34' 1 Haw Upper End.
1290+05 18" C.M.P. 30' 1 Haw Upper End.
1290+32.0 P.T.
1290+105 18" C.M.P.

Clearing and Grubbing - Light Pine, Aspen and Brush

+5.0%
-0.47%
-0.72%
+5.52%
-5.0%

300' V.C.
<100' V.C.>
400' V.C.

8735.75 8736.25 8736.50 8736.27 8733.92 8733.32 8728.94 8727.50 8716.46 8766.76 8766.50

P.I. 8733.00 P.I. 8733.60 P.I. 8727.50 P.I. 8664.00

1270+50 B.M. Notch in Pine 50' Lt. El. 8732.10

As Constructed Quantities.

	1266+00 18" C.M.P. Cul. 1 Haw Upper End	1272+00 Cul. 24' 18" C.M.P. 1 Haw	1275+40 18" C.M.P. 34' 1 Haw Upper End	1279+00 Proj. 18" C.M.P. Cul. 130'	1286+33 18" C.M.P. 34' 1 Haw Upper End.	1290+05 18" C.M.P. 30' 1 Haw Upper End.
Rock Exc.	463.5 Cu. Yds.		449.4 Cu. Yds.		1570.4 Cu. Yds.	2123.7 Cu. Yds.
Com.	1174.8 "		1291.9 "		242.6 "	195.0 "
Emb.	845.2 "		771.9 "		632.0 "	592.3 "

1260 1 2 3 4 1265 6 7 8 9 1270 1 2 3 4 1275 6 7 8 9 1280 1 2 3 4 1285 6 7 8 9 1290

8700 8690 8680 8670 8660 8650 8640 8630 8620

PLATE I PLAN-PROFILE B. P. R. STANDARD

CO., ENGS - N. Y.

Tennessee Pass. Homestake Section. 1923.

As Constructed 1930

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOT. SHTS
3	Colo.	36	6	37 Rev.	

"X" Line
Δ = 51°09'
D = 18° Rt.

Main Line
Δ = 52°58'
R = 240' Rt.

Δ = 13° 05'
D = 13° Lt.

P.T. Main L. 1301+54.8

P.C. Main L. 1300+54.8

1300

Sta 1302+36.0 On Semi. E. West Bound Track.

P.C. Main L. 1303+4.

Main Line
"Z" Line
"X" Line
Construct This Line
P.T. Main L. 1304+35

"X" Line
Δ = 63°07'
R = 160' Rt.

M.P. Telephone 21 Wires

P.C. "X" 1306+48

P.C. "X" 1304+23

P.T. "X" 1306+00

P.C. Main L. 1308+00

Rev. P.C. 1308+43.5

Revised:
Δ = 53°44'
D = 8° Lt.
T = 362.8'
L = 671.7'

P.T. "X" 1309+53

"X" 1310+06.9 Bk. = EQUATION
P.T. Main L. 1310+00 Ah.

Main Line
Δ = 20°00'
D = 20° Lt.

P.C. Main L. 1311+50

P.T. Main L. 1312+50

6"x12"x24" Conc. pyramid with brass cap set on radial lines.

Main L.
Δ = 28°38'
R = 200'

P.C. Main L. 1314+00

P.T. Main L. 1315+00

Rev. P.T. 1315+15.2

Main Line
Δ = 24°00'
D = 16° Rt.

P.C. Main L. 1317+00

P.T. Main L. 1319+00

Main Line
Δ = 16°00'
D = 16° Lt.

P.C. Main L. 1320+00

P.T. Main L. 1321+00

City Scales

Main Line
Δ = 25°00'
D = 20° Rt.

P.C. Main L. 1323+00

P.T. Main L. 1325+00

Main Line
Δ = 24°00'
D = 12° Lt.
T = 101.5'
L = 200'

N 26° 02' E

N

Revised:
Δ = 18° 52'
D = 14° Rt.
T = 68.0'
L = 134.8'

EQUATION - Rev. P.T. 1322+29.6 Bk. = 1322+295 Ah.

Rev. P.C. 1320+94.8

P.T. Main L. 1322+25

6"x12" Conc. Cylinder at ℄

P.C. Main L. 1315+00

Main Line
Δ = 24°00'
D = 16° Rt.

1315

1320

RIVER

A. Board Walk

WALL

8650

8600

1310

EAGLE

West Bound Track

East Bound Track

Wul. Telegraph 16 Wires

P.C. Main L. 1305+00

Main Line
Δ = 52°42'
R = 100' Rt.

Revised:
Δ = 36°45'
D = 9° Rt.
T = 211.5'
L = 408.33'

Main Line
Δ = 24°00'
D = 12° Lt.

N 79° 46' E

"X" Line
Δ = 45°36'
D = 16° Lt.

EQUATION P.T. "Z" 1306+19.8 Bk. = 1306+53.7 Ah.

EQUATION Rev. P.T. 1306+00 Bk. = 1306+50.2 Ah.

"Z" Line
Δ = 92°40'
D = 8°40' Rt.

Rev. P.C. 1301+91.86

1305

P.C. Main L. 1303+00

P.T. Main L. 1301+00

EQUATION - Rev. P.T. 1300+26.57 Bk. = 1300+36.85 Ah.

P.T. "Z" 1299+60.9 Bk. = 1299+62.9 Ah.

P.C. "Z" 1296+76.5

EQUATION

Revised:
Δ = 51°09'
D = 12° Rt.
T = 228.53'
L = 426.25'

Rev. P.C. 1296+00.32

P.C. "Z" 1295+50.7

1295

P.T. Main L. 1293+64

Main L.
Δ = 5°00'
D = 5° Rt.
T = 50'
L = 100'

P.C. Main L. 1292+84

Main Line
Δ = 10°15'
D = 5° Lt.
T = 102.8'
L = 205'

P.T. Main L. N 15° 08' W 1292+00

P.C. Main L. 1289+95

N 53° W

HOMESTAKE CREEK

N 8° 08' W

P.T. Main L. 1289+22

Main L.
Δ = 5°00'
D = 5° Rt.
T = 50'
L = 100'

P.C. Main L. 1288+22

1290

STA. 1297+00 PROP. 1934 CONST. BEGINNING

The Alignment and Grade as hereon shown are subject to adjustment.

N 43° 01' E

D & RGW RR 89.0 Ft. to Mile Post No. 294

6"x12"x24" Conc. pyramids with brass cap set on radial lines.

6"x12" Conc. Cylinder at ℄

8600

8650

70

60

50

40

30

20

10

Light Spruce

H.P.E.

Willows

Bridge

EQUATION

EQUATION

EQUATION

EQUATION

2.0%

3.0%

2.33%

300' V.C.

400' V.C.

200' V.C.

8638.65

8628.15

8606.5

8608.5

8625.0

8628.0

8630.3

8631.5

+57.71 8631.15

Sta. 1301+64
Elev. 8619.22

8.M. Brass Plate in Rock
100' Lt. Sta. 1303+00
Elev. 8592.1
Sta. 1303+32
Elev. 8611.86

1306+00 Bk. = 1306+50.2 Ah.

1300+26.57 Bk. = 1300+36.85 Ah.

SHORT-STA. 1300 To 1301 = 89.72'

SHORT-STA. 1306 To 1307 = 49.8'

1301+50 24" C.M.P. 36' Long (1 Howl)

1305+00 24" C.M.P. 36' Long (1 Howl)

1310+00 24" C.M.P. 36' Long (1 Howl) Pl. 8602.5

U.S.G.S. & M. - Elev. 8600.50 300' Rt. of Sta. 1311+50

Sta. 1313+59 CONSTRUCTION END PROP. 1934

+62

+34

+59

Rails El. 8587.5

U.S.G.S. Datum Shown

Total Quantities Shown

Uncl. Excav. 8498 Cu. Yds.
Emb't. 5984 " "

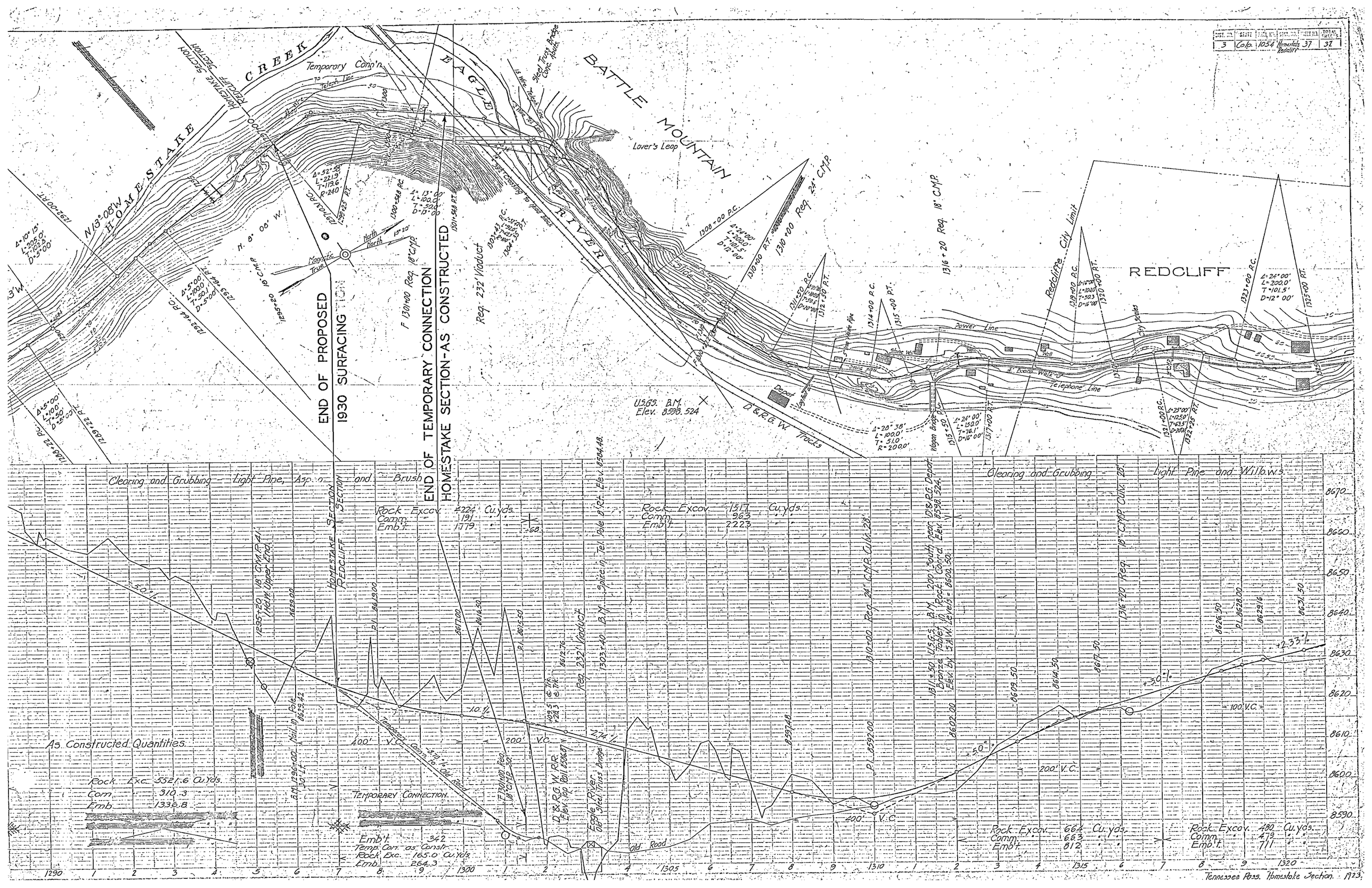
Uncl. Excav. 4018 Cu. Yds.
Emb't. 7629 " "
Borrow

1290 1 2 3 4 1295 6 7 8 9 1300 1 2 3 4 1305 6 7 8 9 1310 1 2 3 4 1315 6 7 8 9 1320

PLATE 1 - PLAN-PROFILE C.F.R. & R.E. STANDARD
KOLNTZEL & OSSER CO., NEW YORK

As Constructed.

TENNESSEE PASS REV. 37



DIST. NO. 3
STATE Colo.
FED. NO. 1054
SECT. NO. Homestake Redcliff
SHEET NO. 37
TOTAL SHEETS 32
HOMESTAKE CREEK
EAGLE RIVER
BATTLE MOUNTAIN
Lover's Leap
Temporary Conn'n.
Telephone Line
Power Line
Redcliffe City Limit
REDCLIFF
Slide Rock
Depot
D.&R.G.W. Tracks
U.S.G.S. B.M. Elev. 8598.524
END OF PROPOSED 1930 SURFACING
END OF TEMPORARY CONNECTION HOMESTAKE SECTION-AS CONSTRUCTED
Reg. 232' Viaduct
Steel Truss Bridge Conc. Abuts.
Clearing and Grubbing - Light Pine, Aspen and Brush
Clearing and Grubbing - Light Pine and Willows
Rock Excav. 4224 Cu.yds.
Comm. 191
Emb't. 1779
Rock Excav. 1517 Cu.yds.
Comm. 963
Emb't. 2223
As Constructed Quantities
Rock Exc. 5521.6 Cu.Yds.
Com. 310.3
Emb. 1336.8
Temporary Connection
Emb't. 342
Temp. Con. as Constr.
Rock Exc. 165.0 Cu.Yds.
Emb. 264.3
Rock Excav. 664 Cu.yds.
Comm. 663
Emb't. 812
Rock Excav. 480 Cu.yds.
Comm. 479
Emb't. 711
Old Road
Eagle River Old Steel Truss Bridge
Temporary Conn'n. to Old Road
Tennessee Pass. Homestake Section. 1923.

DIST. No.	STATE	ROUTE NO.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36		Rev. 22	

GILMAN

Bearing Equation
S.25°57'W. Bk. = S.26°26'W. Ah.

P.C. 152 + 07.6

Δ = 20°15'
D = 6° Lt.
T = 170.5'
L = 337.5'

P.C.C. 155 + 45.1

Δ = 42°00'
D = 14° Lt.
T = 157.1'
L = 300'

P.T. 158 + 45.1 Bk.
= 158 + 53.2 Ahead

P.C. 161 + 75.5

Δ = 41°45'
D = 12° Lt.
T = 182.1'
L = 347.9'

P.I. 165 + 23.4

P.C. 169 + 55.4

Δ = 85°00'
D = 20° Rt.
T = 262.5'
L = 425'

P.T. 172 + 80.4

S. 2°02' E.
356.8'
S. 40°57' E. 421.4'
S. 35°49' E.
S. 5°34' E.
354.5'
S. 44°29' E. 488.1'
S. 77°53' E.
505.1'
S. 70°15' E. 694.8'
S. 77°34' E.
S. 50°26' E. 208.7'
S. 20°36' E. 363.3'
S. 7°26' W.
S. 6°39' W. 1178.3'
S. 15°39' W. 525.0'
S. 3°16' W. 656.9'

Power Line
Telephone Line

100'
50'
75'
200'
175'

STA. 154 + 00 - END F.A.P. 78 (2)
BEGIN F.A.P. 182-A (2)

EQUATION

155 160 165 170 175 180

T. 6 S., R. 81 W.
Unsurveyed

N

Aspen — None — Light Brush — Light Brush & Aspen

Short Sta. 158 = 159 = 91.9'

Sta. 158 + 45.1 Back
Sta. 158 + 53.2 Ahead
EQUATION
108.1 91111.52

159 + 00 - 26° C.M.P.
76 1008 Mtls. Inlet

+6.0%
9009.38
P.I. 9100.91
400' V.C.

+5.068%
9121.24
P.I. 9131.38
400' V.C.
9138.02

+3.32%

164 + 50 - 24° C.M.P.
170 1008 Mtls. Inlet
45° Skew

9144.66
P.I. 9151.3
400' V.C.
9159.3

169 + 00 - 24° C.M.P.
178 1008 Mtls. Inlet

170 + 30 - 60° C.M.P.
186 1008 Mtls. Inlet

174 + 05 - 24° C.M.P.
141 1008 Mtls. Inlet

+4.0%

177 + 50 - 36° C.M.P.
150 1008 Mtls. Inlet

9200
9190
9180
9170
9160
9150
9140

4 155 6 7 8 9 160 1 2 3 4 165 6 7 8 9 170 1 2 3 4 175 6 7 8 9 180

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36		Rev. 21	

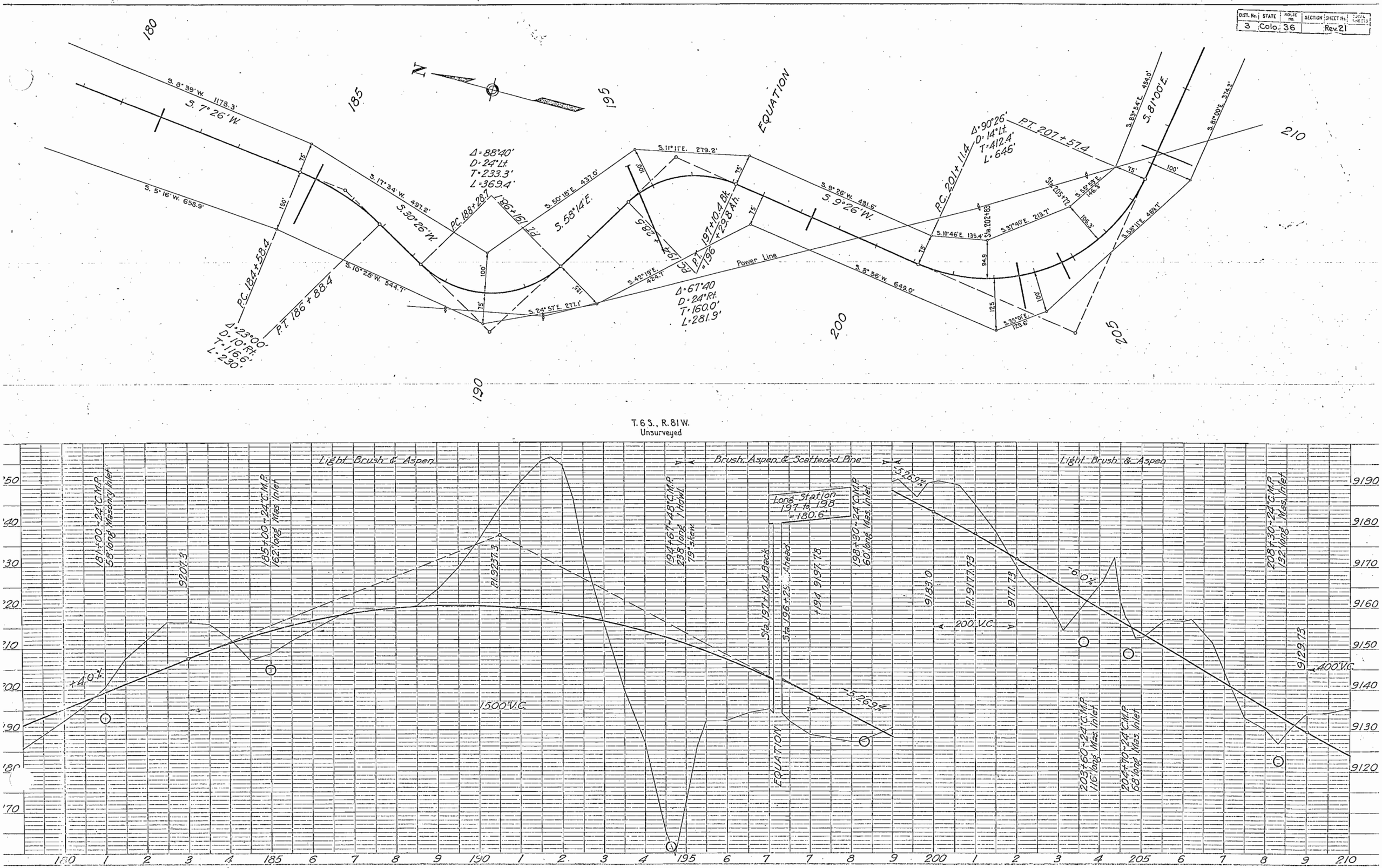


PLATE 1—PLAN-PROFILE O. F. R. & R. C. STANDARD

As Constructed by State (1940) TENNESSEE PASS Rev. 21

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36		Rev. 21A	

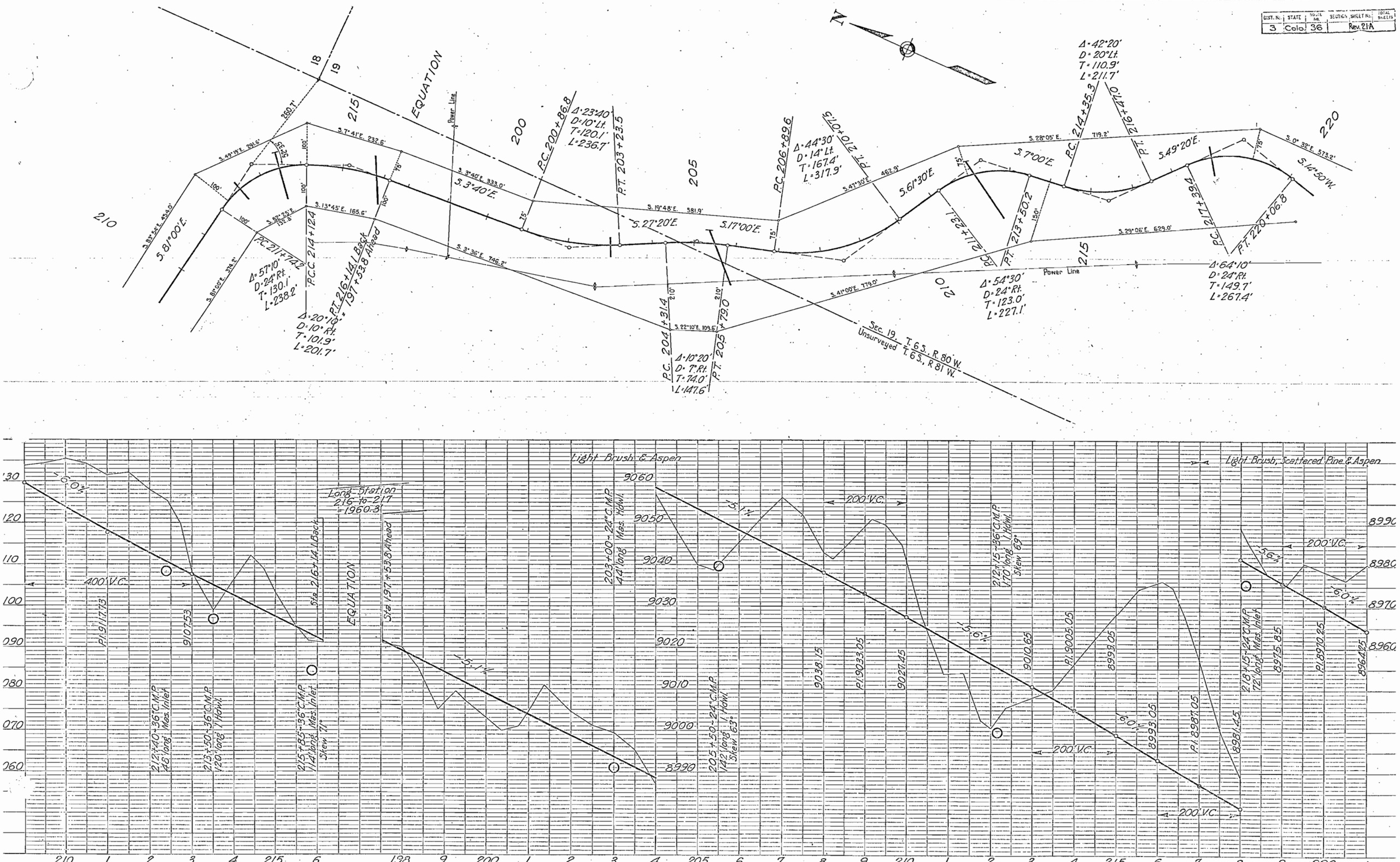


PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

As Constructed by State (1940) TENNESSEE PASS Rev. 21

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36		Rev. 19	

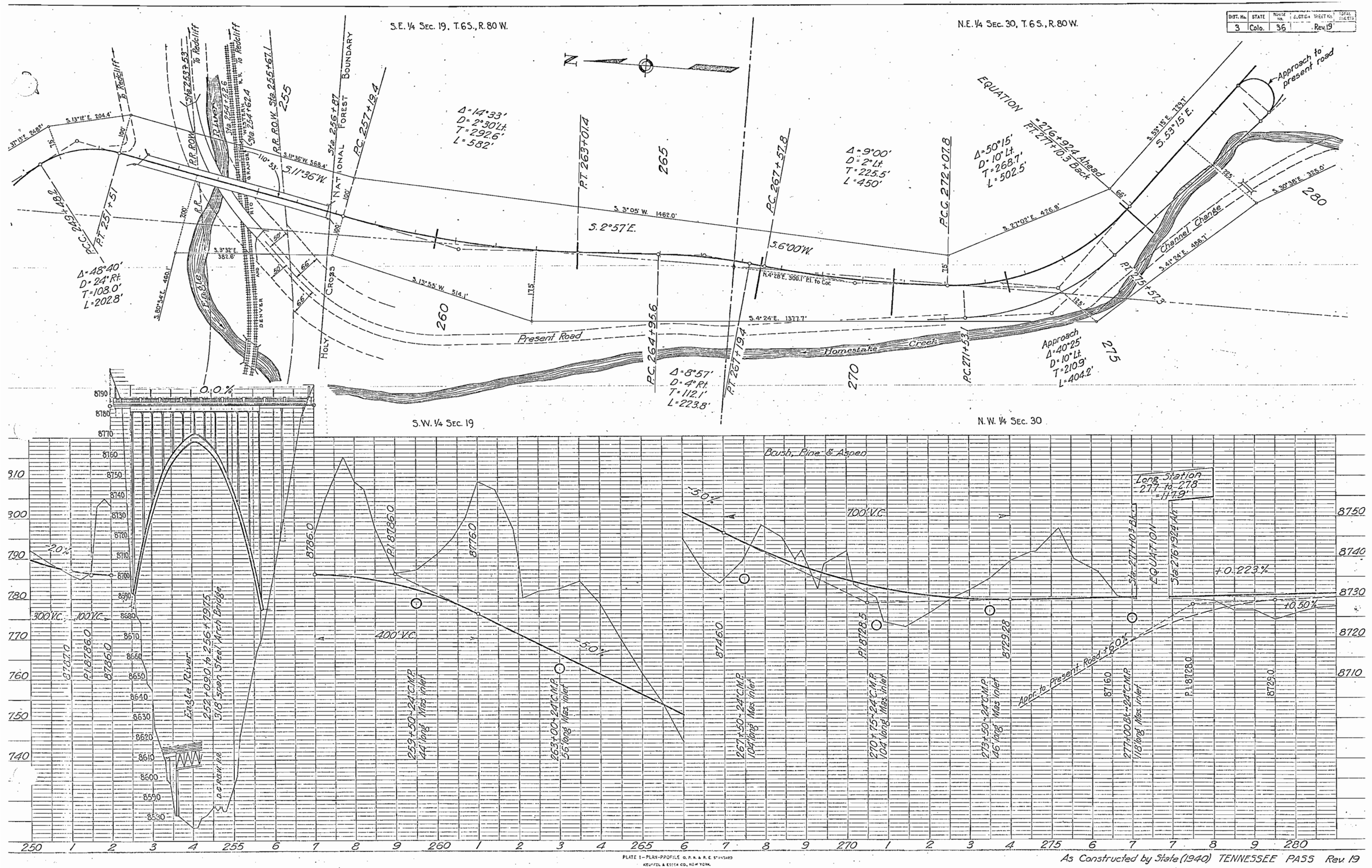
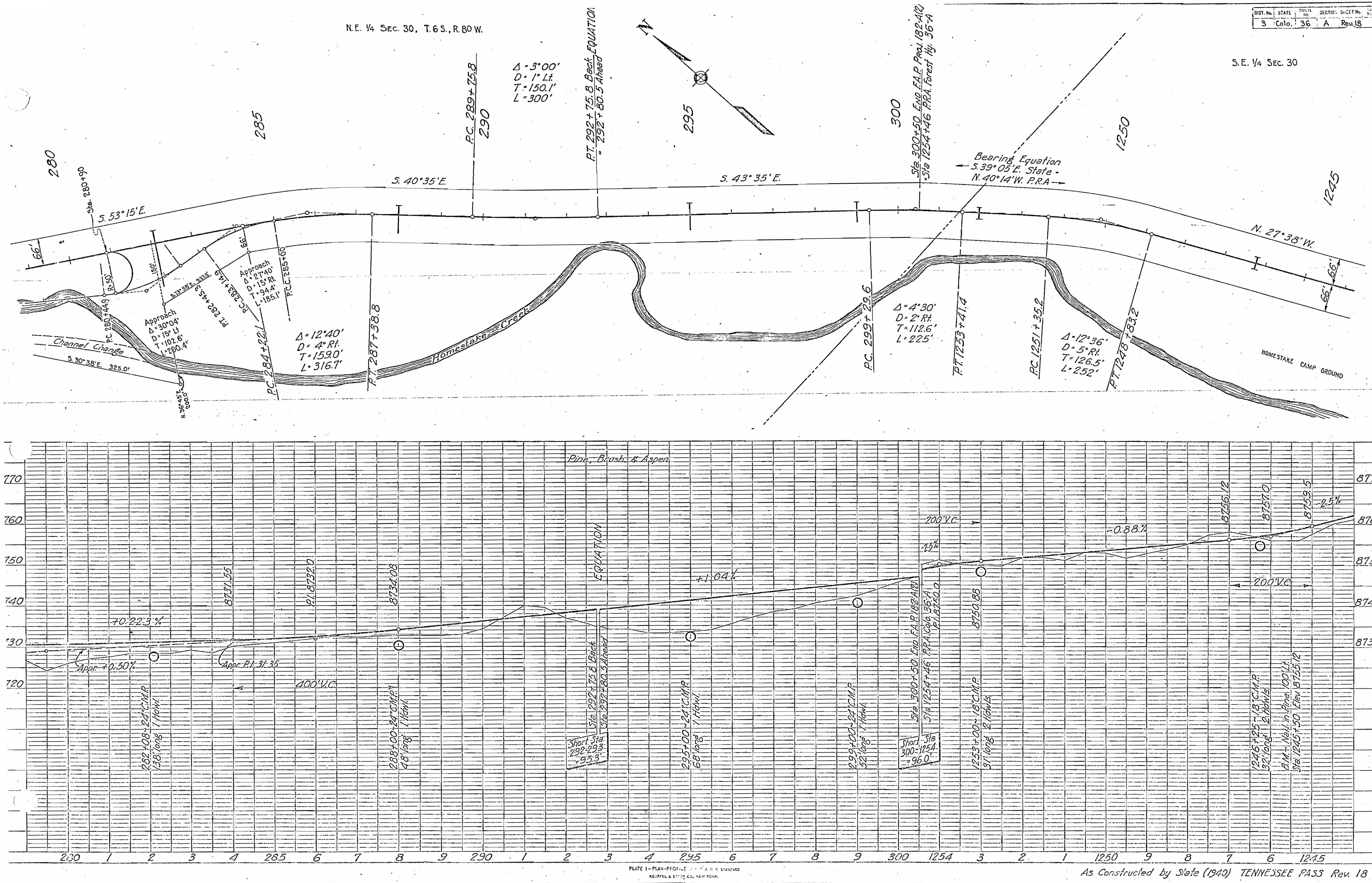


PLATE 1—PLAN-PROFILE O. P. R. & R. C. STANDARD
KEUFFEL & ESSER CO., NEW YORK.

As Constructed by State (1940) TENNESSEE PASS Rev. 19

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.	TOTAL SHEETS
3	Colo.	36	A	Rev. 18	



As Constructed by State (1940) TENNESSEE PASS Rev. 18

DIST. NO.	ST.	ROUTE NO.	SECTION
3	Colo.	36	F2

LEADVILLE

STA. -14+76 BEGINNING OF PROPOSED SUBGRADE & DRAINAGE IMPROV'MTS.

BEGINNING OF PROPOSED 1936 CONST.

N. 15° 26' W.

To Malta

D & R.G.W.R.R. (Leadville Branch)

To Arkansas Jct.

0+00

5'

40'

40'

P.C. 2+01.9

P.T. 4+21.3 Bk.
4+60.8 Ah
EQUATION

Δ = 35° 19' R.
D = 5° 40'

N. 19° 53' E.

Δ = 73° 19' L
D = 13° 00'

P.C. 22+37.0

P.T. 28+01.1

N. 53° 26' W.

Δ = 24° 00' R.
D = 1° 50'

P.C. 44+44.6

Rev. P.T. 57+53.7 Bk.
57+55.4 Ah

Δ = 90° 55' L
D = 10° 00'

EQUATION 73
P.T. 71+17.5 Bk.
73+33.1 Ah.

P.C. 65+08.3

N. 29° 26' W.

Rev. P.C. 75+26.

Rev. P.T. 80+70

Δ = 43° 31' R
D = 8° 00'

Δ = 17° 51'
D = 6° L.

Rev. P.T. 89+68.5

Rev. P.C. 86+77.0

S. 85° 19' W.

N. 72° 50' W.

Rev. P.C. 92+15.6

EQUATION
P.T. 97+61.9 Bk.
=100+34.4 Ah.

Δ = 21° 51' R.
D = 4° 00'

S. 59° 39' W.

N. 76° 50' W

The alignment and grade as hereon shown are subject to adjustment.

16 M.S.

-14+55 18" C.M.P.
48' Long 2 Howi's
(1 in Place)
P.I. 10179.5

P.B.M. Sta. -14+55
Set in Top of Rt Howi.
Elev. 10180.63

-11+60 18" C.M.P.
46' Long Howi's
(1 in Place)
P.I. 10172

-2+85 18" C.M.P.
50' Long 2 Howi's.
(1 in Place)
P.I. 10166

+0.30%
100' V.C.
P.I. 10180

2.25%
100' V.C.
P.I. 10177.6

-0.85%
100' V.C.
P.I. 10176

-0.85 1/4%
350' V.C.
P.I. 10166

EQUATION
4+21.3 Bk.
=4+60.8 Ah.

SHORT STATION
4+00 TO 5+00
60.5 Ft.

1+59 18" C.M.P.
30' Long 2 Howi's
(1 in Place)

2+52 18" C.M.P.
30' Long 2 Howi's
(1 in Place)

5+67 18" C.M.P.
30' Long 2 Howi's
(1 in Place)

10+00 24" C.M.P.
44' Long 2 Howi's
(1 in Place)

30' Long 2 Howi's
(1 in Place)

-1.66%
100' V.C.
P.I. 10172.6

+1.0%
100' V.C.
P.I. 10174

-0.61%
200' V.C.
P.I. 10180

17+11.24" C.M.P.
34' Long 2 Howi's
(1 in Place)

-0.85%
300' V.C.
P.I. 10175

-4.74 1/4%
200' V.C.
P.I. 10163

-3.5%
100' V.C.
P.I. 10121

28+50 18" C.M.P.
30' Long 2 Howi's
(1 in Place)

48+00 18" C.M.P.
30' Long 2 Howi's
(1 in Place)

44+00 18" C.M.P.
44' Long 2 Howi's
(1 in Place)

35+00 18" C.M.P.
32' Long 2 Howi's
(1 in Place)

35+00 18" C.M.P.
32' Long 2 Howi's
(1 in Place)

EQUATION
35+53.7 Bk.
=35+55.4 Ah.

SHORT STATION
35+00 TO 36+00
94.5 Ft.

-3.5%
200' V.C.
P.I. 9976

LONG STATION
73+00 TO 75+00
284 Ft.

EQUATION
73+33.1 Bk.
=73+34.8 Ah.

-2.68%
100' V.C.
P.I. 9976

66+00 24" C.M.P.
32' Long 2 Howi's
(1 in Place)

71+05 18" C.M.P.
36' Long 2 Howi's
(1 in Place)

78+94 24" C.M.P.
48' Long 2 Howi's
(1 in Place)

Bridge
84+27.76 64'-0" 2 Spans @ 25°
Conc. Beam, Conc. Abut. on pile
F.B.M. Sta. 84+27.76
N.E. Abut. on Bridge
Elev. (Stamped) 9991.37

SHORT STATION
91+00 TO 101+00
27.5 Ft.

EQUATION

100+34.4 Bk.
=100+65.9 Ah.

100+75 18" C.M.P.
46' Long 2 Howi's
(1 in Place)

110+65 24" C.M.P.
30' Long 2 Howi's
(1 in Place)

115+00 18" C.M.P.
30' Long 2 Howi's
(1 in Place)

1.25%
200' V.C.
P.I. 9984

0.00
200' V.C.
P.I. 9989

+6.0%
400' V.C.
P.I. 9989

-1.47 1/2%
400' V.C.
P.I. 9984

1.28%
300' V.C.
P.I. 9965

+1.0%
300' V.C.
P.I. 9968

+4.0%
300' V.C.
P.I. 9968

-0.66%
300' V.C.
P.I. 9964

1.67%
300' V.C.
P.I. 9959

0+00 4 8 12 16 20 24 28 32 36 40 44 48 52 56 60 64 68 72 72 76 80 84 88 92 96 100 104 108 112 116 12

PLATE I—PLAN—PROFILE D. R. R. & R. E. STANDARD

TENNESSEE PASS

DIST. No.	STATE	ROUTE No.	SECTION
3	Colo.	36	F1&F11

N. 11° 52' W.

D = 60° 58' R
D = 3° 30'

P.C. 124+62.5

P.T. 142+04.4

N. 72° 50' W.

As Constructed by State (1939)

P.C. 223+36.4
D = 2° 09'
D = 0° 30' L

P.T. 227+66.4

STA. 183+10.3 - END OF P.R.A. PROJ. 36-F* BEGINNING OF F.A.P. 182-C(1)

STA. 205+00 - END OF F.A.P. 182-C(1)* BEGINNING OF F.A.G.H. PROJ. 182-B(1)

STA. 232+63.6 - END OF F.A.G.H. PROJ. 182-B(1)* BEGINNING OF F.A.P. 182-C(1)

The alignment and grade as hereon shown are subject to adjustment.

P.I. 99+65.5

P.I. 99+64.64

P.I. 99+68

P.I. 99+39

P.I. 99+53

P.I. 99+50

P.I. 99+16

P.I. 99+02

P.I. 98+83

P.I. 98+71.0

P.I. 99+11.9

P.I. 99+09.9

P.I. 99+07.9

123°-00' (C.M.P. 30" Long 2 Howls (1 in place) 28 M. 056 123+00 Set in top of mt. Hum. Elev. 9965.64

133°-00' (C.M.P. 30" Long 2 Howls (1 in place)

191°-00'-18" C.M.P. 56 Long No Howls (1 in place)

191+95-24" C.M.P. 48 Long No Howls (1 in place)

SINGLE STATION INTERLOCKING PLANT

205+00-24" C.M.P. 50 Long No Howls (1 in place)

212+08-36" C.M.P. 116 Long No Howls (1 in place)

216+47-48" C.M.P. 130 Long No Howls (1 in place)

225+23-36" C.M.P. 136 Long No Howls (1 in place)

237+00-36" C.M.P. 54 Long No Howls (1 in place)

-1.45%
+0.38%
3.0
-1.71%
-0.65%
-2.48%
-1.33%
-1.875%
-2.095%
+2.15%
+1.9%
+0.6% reverse
+4.0%
+1.5%
+1.8%

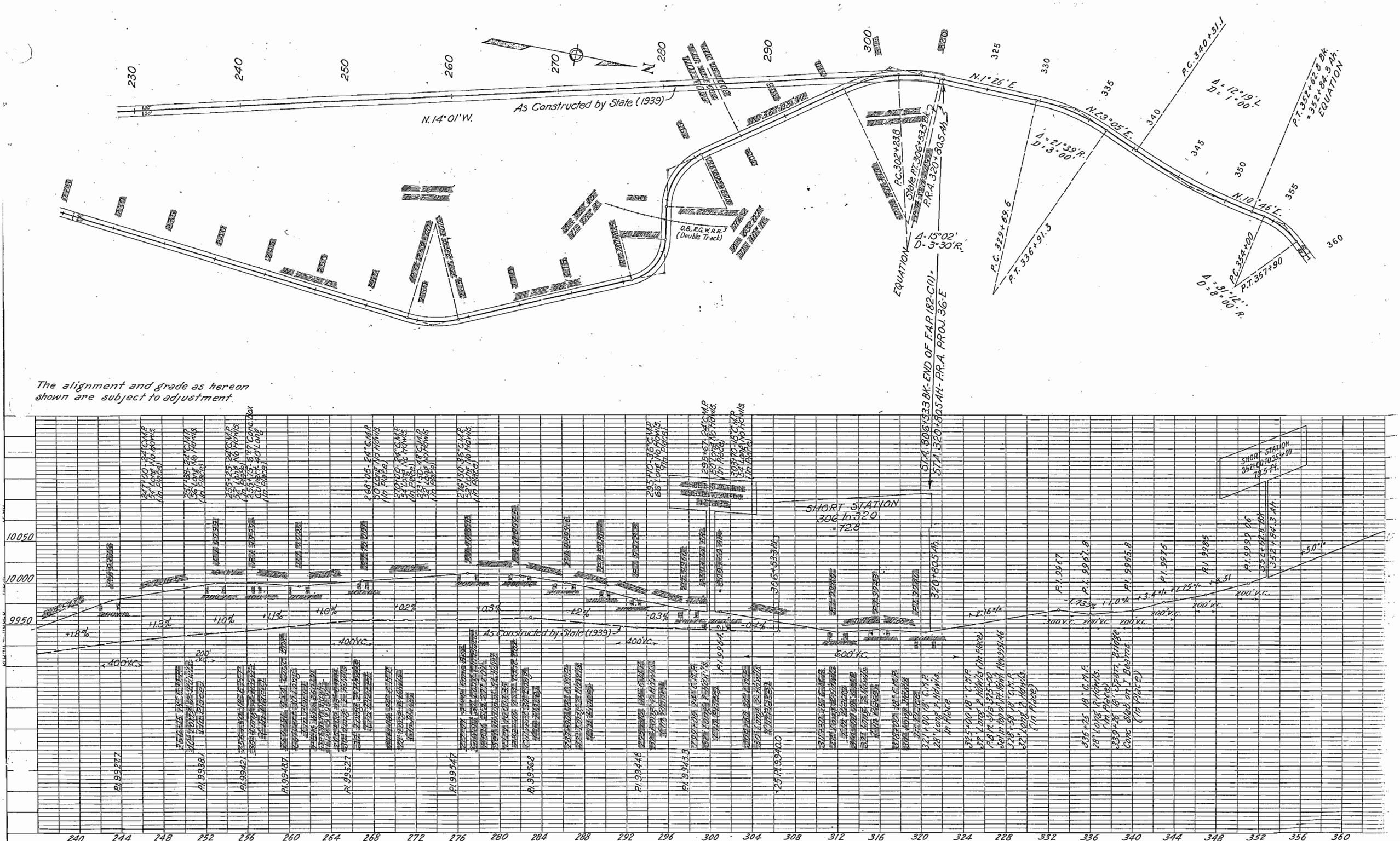
300' V.C.
200' V.C.
100' V.C.
600' V.C.
1200' V.C.
1000' V.C.

N. 72° 50' W.

PLATE I—PLAN—PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS.

DIST. NO.	STATE	ROUTE NO.	SECTION	SHEET
3	Colo.	36	E1	6



The alignment and grade as hereon shown are subject to adjustment.

PLATE 1—PLAN—PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS.

DIST. No.	STATE	ROUTE NO.	SECTION	SHEET No.	TOT. SHT.
3	Colo	36		Rev. 20	

N.W. ¼ Sec. 19
T. 6 S., R. 80 W.

S.E. ¼ Sec. 19

S.W. ¼ Sec. 19

P.C. 217+39.4
Δ=6°40'10"
D=24° Rt.
T=149.7'
L=261.4'
S. 89°06' E. 629.0'
P.T. 220+06.8
S. 14°50' W.
220
P.C. 220+76.3
Δ=31°40'
D=20° Lt.
T=81.3'
L=158.3'
P.T. 222+34.6
S. 0°32' E. 513.2'
S. 16°50' E.
225
S. 4°08' E. 372.6'
P.C. 223+03
Δ=29°50'
D=20° Rt.
T=76.3'
L=149.2'
P.T. 224+52.2
S. 13°00' W.
Power Line
S. 13°00' W. 355.6'
S. 9°36' W. 477.0'
P.C. 227+97.8
P.C.C. 229+93.6
Δ=3°00'
D=2° Lt.
T=75.0'
L=150'
S. 32°48' E. 365.4'
Δ=47°00'
D=24° Lt.
T=103.8'
L=195.8'
Δ=38°20'
D=24° Lt.
T=83.0'
L=159.7'
P.C.C. 231+43.6
P.C.C. 233+03.3
Δ=11°30'
D=5° Lt.
T=115.4'
L=230'
P.T. 235+33.3
S. 87°23' E.
S. 86°50' E.
389.6'
S. 77°57' E. 544.0'
P.C. 238+69.6
P.T. 238+71.2
Δ=43°40'
D=24° Rt.
T=95.7'
L=181.9'
230
235
240
245
250
Δ=79°20'
D=24° Lt.
T=198.0'
L=330.6'
= 242+16.1 Ah.
P.T. 242+21.5 Bk.
P.C. 238+90.3
N. 57°30' E.
N. 60°05' E. 318.6'
S. 69°10' E. 461.3'
S. 43°10' E.
Cliff
P.C. 243+38
EQUATION
90°00'
300'
S. 80°54' E. 460.1'
S. 57°42' E. 643.8'
Δ=85°26'
D=14° Rt.
T=377.9'
L=610.2'
P.C.C. 245+48.2
Δ=48°40'
D=24° Rt.
T=108.0'
L=202.8'
P.T. 251+51
S. 37°13' E. 248.0'
S. 18°49' E. 355.1'
S. 13°12' E. 204.4'
S. 11°36' W. 588.4'
To Redcliff
100'
75'

Light Brush, Scattered Pine & Aspen

220+50=24" C.M.P.
66'10ø" Mas. Inlet
8964.25
6.0%
200' V.C.
8946.25
224+27=24" C.M.P.
50'10ø" Mas. Inlet
P.I. 8940.25
8933.75
6.0%
8927.25
228+00=24" C.M.P.
46'10ø" Mas. Inlet
P.I. 8920.75
6.0%
8915.15
200' V.C.
232+00=24" C.M.P.
64'10ø" Mas. Inlet
8879.75
P.I. 8866.75
8855.69
6.0%
8829.35
P.I. 8892.75
8886.25
6.5%
234+95=24" C.M.P.
58'10ø" Mas. Inlet
400' V.C.
200' V.C.
5.529%
Light Brush, Pine & Aspen
239+08=24" C.M.P.
64'10ø" Mas. Inlet
8850.17
P.I. 8839.11
400' V.C.
Sta. 242+21.5 Back
EQUATION
Sta. 242+16.1 Ahead
242+50=24" C.M.P.
50'10ø" Mas. Inlet
Long Station
242 to 243
= 105.4'
+05 8825.40
6.5%
8799.75
P.I. 8790.0
250+00=24" C.M.P.
54'10ø" Mas. Inlet
246+70=24" C.M.P.
54'10ø" Mas. Inlet
300' V.C.
2.0%
8787.0

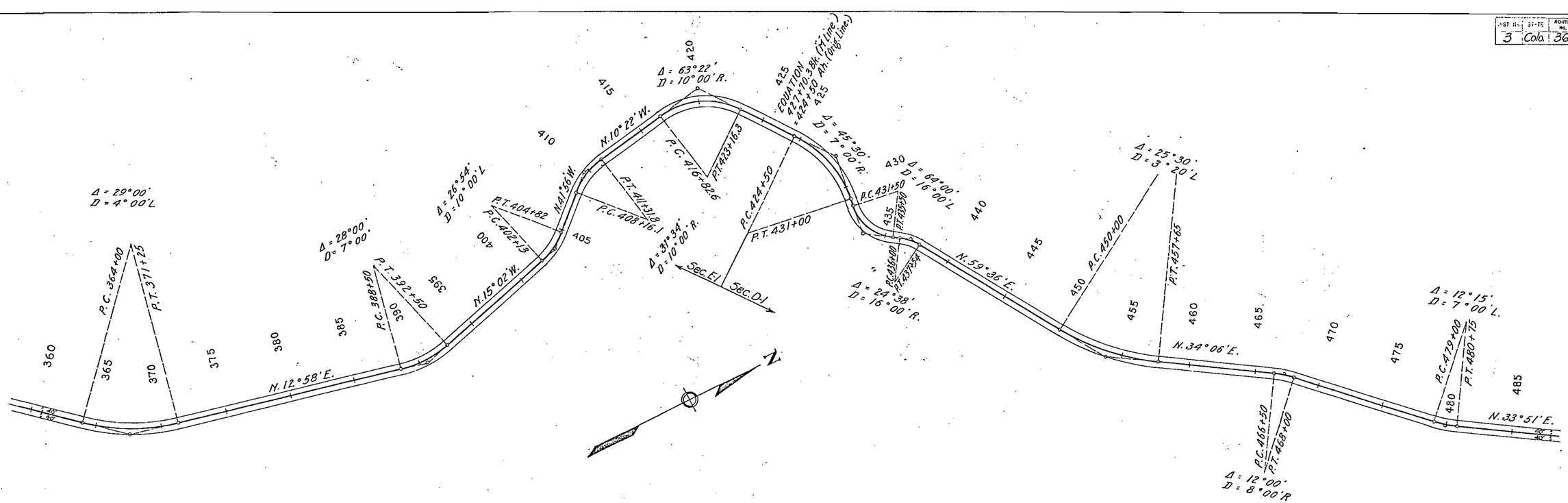
8840 8830 8820 8810 8800 8790 8780 8770

220 1 2 3 4 225 6 7 8 9 230 1 2 3 4 235 6 7 8 9 240 1 2 3 4 245 6 7 8 9 250

PLATE 1—PLAN-PROFILE O. P. R. A. R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK.

As Constructed by State (1940) TENNESSEE PASS Rev. 20

INST. NO.	ST-TR	ROUTE NO.	SECTION	SHEET
3	Colo.	36	E/18.0-1	7



The Alignment and Grade as hereon shown are subject to adjustment.

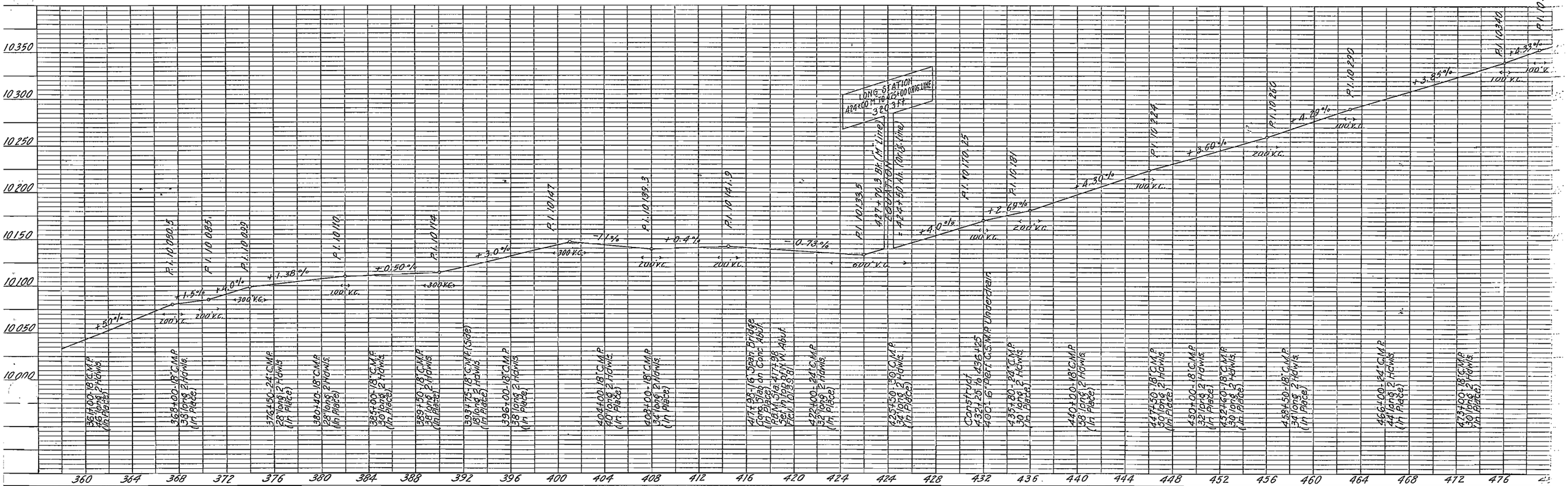


PLATE I — PLAN — PROFILE O. P. R. & B. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS

353

DIST. NO.	STATE	ROUTE NO.	SECTION	SHEET
3	Colo	36	D-18-B3	C

The Alignment and Grade as hereon shown are subject to adjustment.

PLATE 1—PLAN—PROFILE O. P. R. R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS.

DIST. No.	STATE	ROUTE NO.	SECTION	SHEET
3	Colo.	36	B3	3

N

P.C. 598+76.5

600

P.T. 601+54.3 B.K.
601+51.0 Ah.

Δ=22°30'
D=5°L.

P.C. 604+00

P.T. 608+30

Δ=63°40'
R=250'Rt.

N. 23°03'E.

605

610

N. 15°33'E.

615

Δ=15°00'
D=5°R.

P.C. 612+50

P.T. 615+50

Δ=30°00'
D=12°L.

P.C. 620+00

P.T. 622+50

625

Δ=12°00'
D=12°L.

P.C. 626+50

P.T. 627+30

N. 14°27'W.

630

Δ=32°00'
D=20°R.

P.C. 628+00

P.T. 630+80

Δ=20°00'
D=16°L.

P.C. 631+50

P.T. 633+75

635

Δ=114°36'
R=200'Rt.

P.C. 639+00

P.T. 643+00

Δ=50°00'
D=10°L.

P.C. 645+00

Δ=64°08'
R=240'Lt.

P.T. 647+68.7

Δ=45°26'
R=200'Rt.

650

Rec. P.C. 649+32.8 Bk. Equation
650+13.0 Ah.

Δ=28°36'
D=13°L.

P.C. 650+00

P.T. 652+20

Δ=12°00'
D=12°L.

P.C. 656+50

P.T. 657+30

655

P.C. 658+00

P.T. 660+30

Δ=25°00'
D=10°L.

660

Δ=33°00'
D=12°L.

P.C. 663+00

P.T. 665+75

665

P.C. 668+00

P.T. 670+10

Δ=21°00'
D=10°R.

670

P.C. 672+50

P.T. 677+00

Δ=22°30'
D=7°R.

675

Δ=39°54'
D=14°L.

P.C. 678+00

P.T. 680+85

680

P.C. 683+50

P.T. 685+55

Δ=36°54'
D=18°R.

685

N. 25°21'E.

695

Δ=17°30'
D=7°L.

P.C. 690+00

P.T. 692+50

Δ=6°00'
D=6°L.

P.C. 695+00

P.T. 696+50

700

P.C. 699+50

P.T. 700+50

Δ=6°00'
D=6°R.

Δ=9°00'
D=6°L.

P.C. 701+50

P.T. 703+00

N. 1°09'W.

705

P.C. 704+50

P.T. 707+50

Δ=45°00'
D=15°R.

P.C. 708+00

P.T. 709+50

710

Δ=18°00'
D=12°R.

P.C. 710+50

P.T. 712+00

Δ=22°30'
D=15°L.

P.C. 713+00

P.T. 715+50

715

N. 2°51'E.

Δ=17°30'
D=7°L.

Δ=49°00'
D=14°L.

P.C. 718+50

P.T. 723+00

720

The Alignment and Grade as hereon shown are subject to adjustment.

EL. 10,000

-1.25%

-1.75%

0.41%

0.86%

-1.5%

5.0%

4.00' V.C.

-3.33%

-4.5%

3.0%

4.22%

5.0%

-2.65%

0.13%

2.56%

2.93%

2.6%

2.8%

-2.17%

200' V.C.

100' V.C.

EQUATION

BM. Nail in Pine
30"ø Std. to Ah.
Elev. 10013.32
639+00 = 28'Rt.
28 Paces

640+00 18" C.M.P.
42' long 2 rows
(In Place)

646+00 18" C.M.P.
30' long 2 rows
(In Place)

627+50 18" C.M.P.
36' long 2 rows
(In Place)

626+00 18" C.M.P.
28' long 2 rows
(In Place)

629+00 18" C.M.P.
24' long 2 rows
(In Place)

634+00 18" C.M.P.
32' long 2 rows
(In Place)

638+50 18" C.M.P.
36' long 2 rows
(In Place)

645+00 24" C.M.P.
40' long 2 rows
(In Place)

648+50 24" C.M.P.
40' long 2 rows
(In Place)

654+00 24" C.M.P.
52' long 2 rows
(In Place)

665+00 18" C.M.P.
52' long 1 row
(In Place)

668+00 18" C.M.P.
40' long 2 rows
(In Place)

673+00 18" C.M.P.
46' long 2 rows
(In Place)
674+62 = 28'Rt.
674+80 = 28'Rt.
Elev. 6819.25

Construct
676+00 to 678+00
200' C.M.P.F.C.S.M.P. Underdrain

680+20 24" C.M.P.
78' long 1 row
(In Place)

687+00 18" C.M.P.
46' long 1 row
(In Place)
689+75 18" C.M.P.
38' long 1 row
(In Place)

696+50 18" C.M.P.
40' long 2 rows
(In Place)

703+50 18" C.M.P.
30' long 1 row
(In Place)

709+50 18" C.M.P.
30' long 2 rows
(In Place)

715+20 18" C.M.P.
28' long 1 row
(In Place)

Pl. 10025.0
Pl. 10018.0
Pl. 10006.25
Pl. 10000.63
Pl. 10000.0
Pl. 9994.0
Pl. 9949.0
Pl. 9939.0
Pl. 9921.0
Pl. 9909.60
Pl. 9893.35
Pl. 9881.0
Pl. 9737.80
Pl. 9716.44
Pl. 9674.10
Pl. 9611.50
Pl. 9596.70

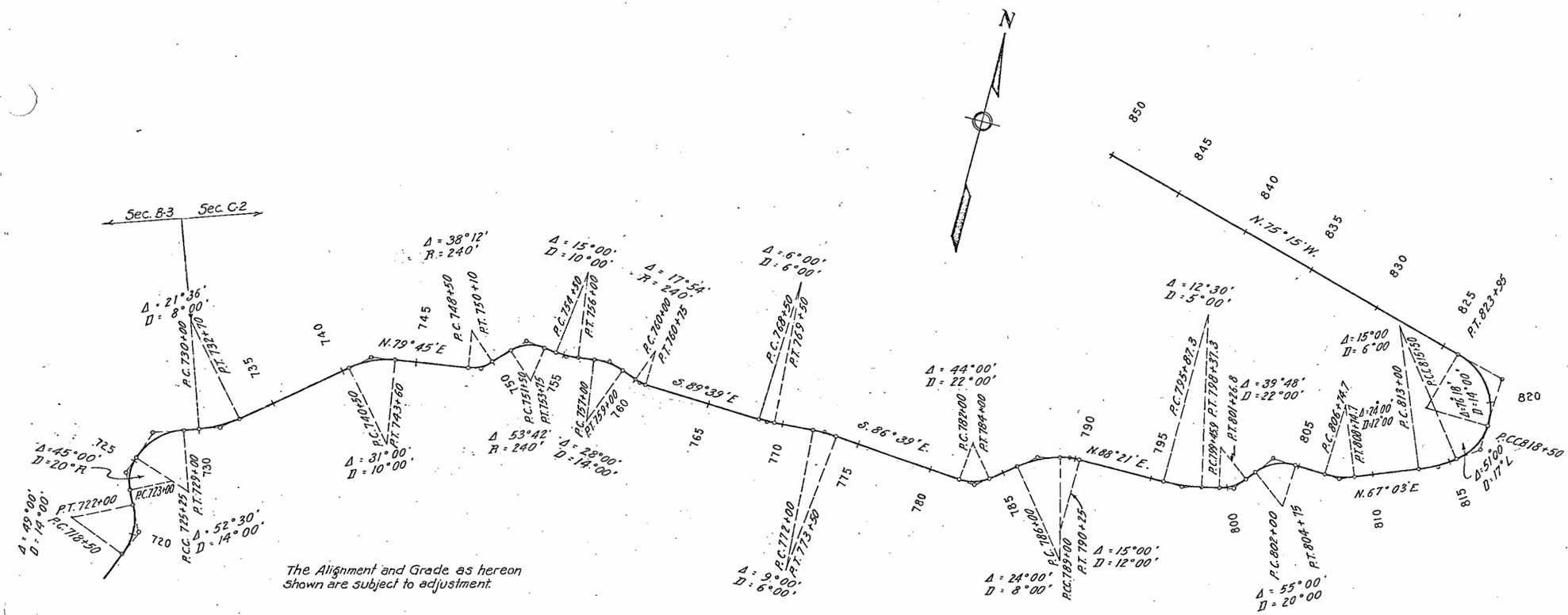
10000
9950
9900
9850
9800
9750
9700
9650

600 604 608 612 616 620 624 628 632 636 640 644 648 652 656 660 664 668 672 676 680 684 688 692 696 700 704 708 712 716 720

PLATE 1—PLAN—PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS.

DIST. NO.	ST. TE	ROUTE NO.	SECTION
3	Colo	36	B3&C2



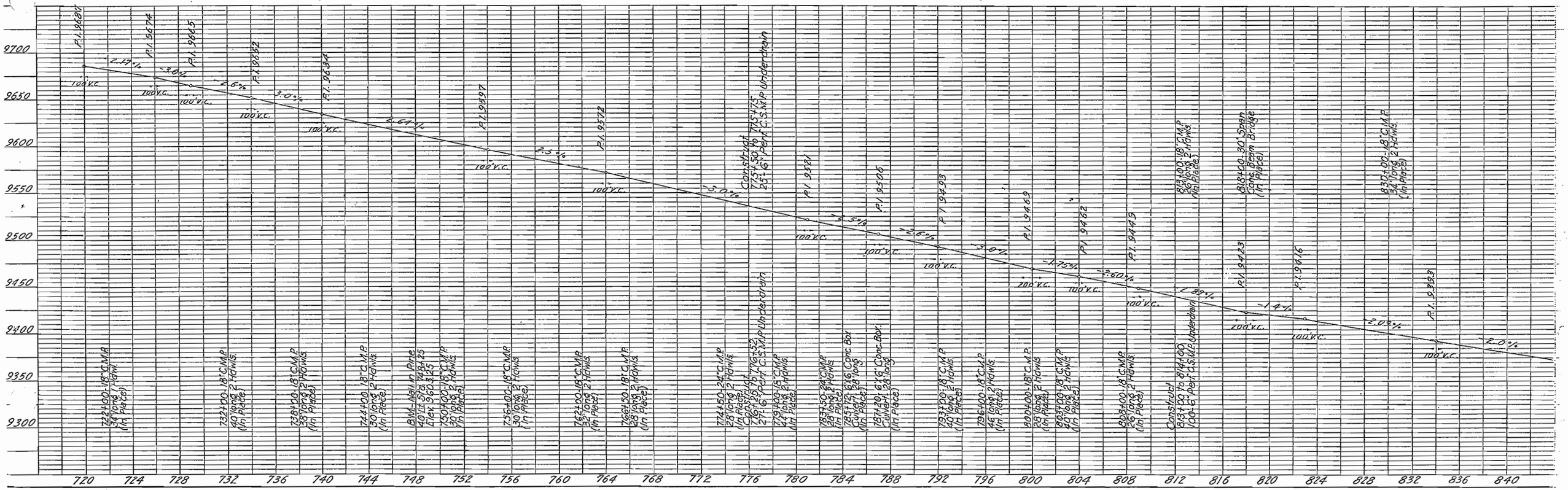


PLATE 1—PLAN—PROFILE O. P. R. & R. E. STANDARD
KRUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS

PROJ. NO.	STATE	ROUTE NO.	SECTION SHT.
3	Colo.	36	C-2 11

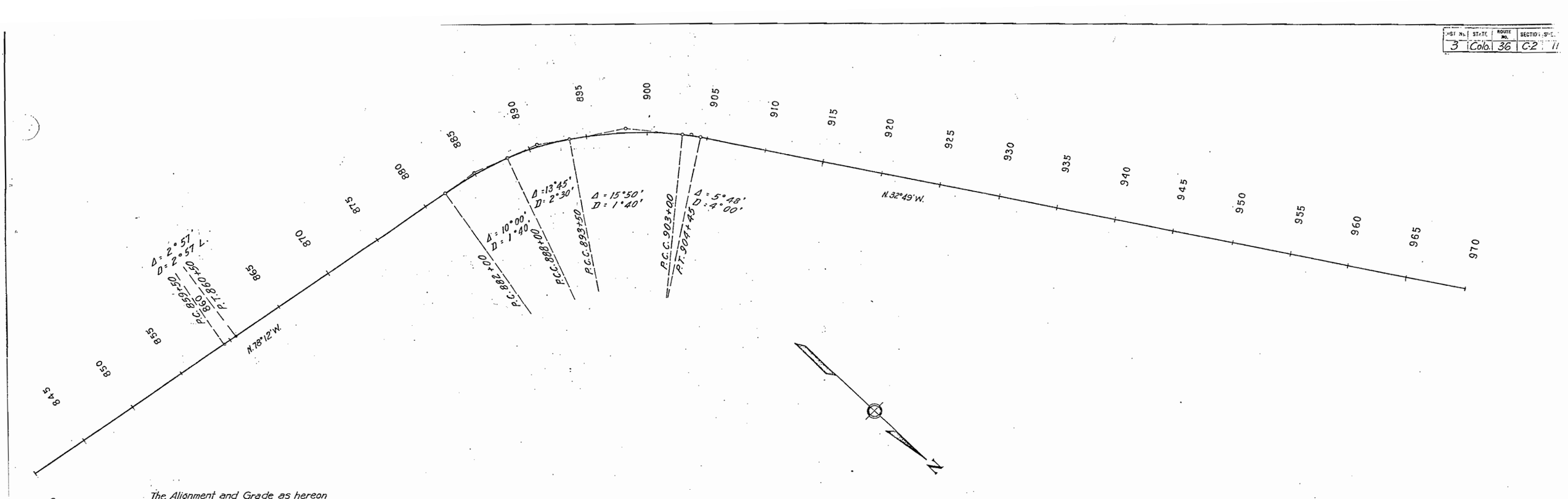


PLATE 1—PLAN—PROFILE O. P. R. & R. E. STANDARD

N

N. 32°49'W.

N. 20°49'W.

N. 25°11'E.

N. 6°49'W.

N. 73°01'W.

960 965 970 975 980 985 990 995 1000 1005 1010 1015 1020 1025 1030 1035 1040 1045 1050 1055 1060 1065 1070 1075 1080

P.C. 974+50
Δ-12°00'
D-1°40' R.
P.T. 981+70

P.C. 997+206
Δ-30°00'
D-5°24' Rt.
P.C.C. 1002+162
P.T. 1009+162
Δ-16°00'
D-2°30' R.

P.C. 1015+00
Δ-32°00'
D-4° L.
P.T. 1023+00

P.C. 1034+00
Δ-51°00'
D-6° L.
C.C. 1042+01.4
66+67.0 P.C.
P.T. 1047+00
Δ-56°00'
D-16° R.

P.C. 1050+00
Δ-71°12'
D-8° L.
P.T. 1058+90

EQUATION { 1072+256.4 Ah / P.T. 1078+723.8 Bk }
Δ = 40°04'
D = 20° Rt.
P.C. 1076+72
D & R.G.W. R.R.'s (Double Track)

P.T. 1076+00
Δ-28°00'
D-8° R.
P.C. 1072+50
P.T. 1072+00
Δ-71°36'
R-200' Lt.
P.C. 1069+00

The Alignment and Grade as hereon shown are subject to adjustment.

P.I. 92200 +0.50% P.I. 92220 -0.50% P.I. 92165 +0.50% P.I. 92200 -0.50% P.I. 92260 -1.0% P.I. 92000 -0.40% P.I. 91980 -0.75% P.I. 91850 -0.20% P.I. 91820 +2.61% P.I. 92010 -1.78% P.I. 91930 +2.0% P.I. 92000 -1.0% P.I. 91960 +2.83% P.I. 92075 +1.40% P.I. 92083 -3.0% P.I. 91883 -0.38% P.I. 91860 -0.50% P.I. 91805 +1.93% P.I. 91940 -6.0% P.I. 91580 +1.0% P.I. 91774 -0.67% P.I. 91680 -1.0%

100' V.C. 100' V.C. 100' V.C. 100' V.C. 100' V.C. 100' V.C. 100' V.C. 100' V.C. 300' V.C. 300' V.C. 300' V.C. 300' V.C. 300' V.C. 200' V.C. 200' V.C. 300' V.C. 100' V.C. 300' V.C. 400' V.C. 400' V.C. 400' V.C. 100' V.C.

9200
9150

960 964 968 972 976 980 984 988 992 996 1000 1004 1008 1012 1016 1020 1024 1028 1032 1036 1040 1044 1048 1052 1056 1060 1064 1068 1072 1076 1072 1076

964+30. 24 Span Conc. Beam Bridge (In Place)

967+00 30" C.M.P. 34 long 2 Hdws. (In Place)

973+50 18" C.M.P. 30 long 2 Hdws. (In Place)

B.M. Nail in Pine 60 Rt. Sta. 982+50 Elev. 9218.89

984+00 18" C.M.P. 28 long 2 Hdws. (In Place)

995+00 18" C.M.P. 33 long 2 Hdws. (In Place)

1000+00 24" C.M.P. 30 long 2 Hdws. (In Place)

B.M. Nail in Pine 40 Rt. Sta. 1003+50 Elev. 9204.61

1010+00 24" C.M.P. 28 long 2 Hdws. (In Place)

1018+00 18" C.M.P. 30 long 2 Hdws. (In Place)

1026+00 24" C.M.P. 34 long 2 Hdws. (In Place)

1035+00 24" C.M.P. 30 long 2 Hdws. (In Place)

1042+50 24" C.M.P. 28 long 2 Hdws. (In Place)

1048+00 24" C.M.P. 28 long 2 Hdws. (In Place)

1052+50 24" C.M.P. 32 long 2 Hdws. (In Place)

1059+50 24" C.M.P. 34 long 2 Hdws. (In Place)

1063+80 36" C.M.P. 40 long 1 Hdw. (In Place)

1073+00 40 Timber Span Culvert (In Place)

1077+80 18" C.M.P. 28 long 2 Hdws. (In Place)

1076+50 24" C.M.P. 30 long 2 Hdws. (In Place)

LONG. STA. 1078+72.3 Bk. = 1072+25.6 Ah. = 6.467

EQUATION

PLATE 1—PLAN—PROFILE O. P. R. & R. C. STANDARD
REUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS.

LINE NO.	STATE	ROUTE NO.	SECTION SHEET
3	Colo	36	C28A2 7

Sec. C-2 Sec. A-2

Δ-64°00' D-8°R. P.C. 1087+50 P.T. 1095+50 N. 12°27'W. N. 53°21'W. N. 63°21'W. Δ-41°00' D-10°L. P.C. 1097+50 P.T. 1101+60 Δ-10°00' D-4°L. P.C. 1105+50 P.T. 1108+00 Δ-45°00' D-10°L. P.C. 1113+50 P.T. 1118+00 Δ-37°00' D-16°R. P.C. 1121+00 P.T. 1124+50 Δ-28°00' D-8°R. Δ-9°34' D-4°R. P.C. 1132+13 P.T. 1134+30.5 N. 48°21'W. N. 38°47'W. Δ-182°22' R-220 Ft. Δ-18°39' D-16°L. P.T. 1164+50 P.C. 1165+48 P.T. 1165+76 P.C. 1164+84 Bk. 1164+50 Ah. EQUATION Δ-35°00' D-10°R. P.C. 1153+00 P.T. 1156+25 P.C. 1168+50 P.T. 1172+00 Δ-40°00' D-16°L. P.C. 1172+50 P.T. 1175+00 Δ-20°00' D-16°L. P.C. 1179+00 P.T. 1180+25 P.C. 1182+00 P.T. 1183+50 Δ-24°00' D-16°L. P.C. 1184+50 P.T. 1190+00 Δ-55°00' D-10°R. EQUATION 1151+355 Bk. = 1151+463.5 Ah. Δ-135°32' R-170 Lt. Δ-33°52' R-220 Ft. Δ-4°45' D-5°L. P.C. 1190+50 P.T. 1193+65 Δ-7°00' D-7°L. P.C. 1193+50 P.T. 1200+50 N. 9°08'W. MATCH LINE

The Alignment and Grade as hereon Shown are subject to adjustment.

P.I. 9203.0 P.I. 9196 P.I. 9180.5 P.I. 9178 P.I. 9160 P.I. 9149.5 P.I. 9148 P.I. 9138 P.I. 9118 P.I. 9098 P.I. 9092 P.I. 9063.66 P.I. 9004.0 P.I. 8951.7 P.I. 8891.0 P.I. 8866.5 P.I. 8861.0 P.I. 8819 P.I. 8779.0 P.I. 8772.0

+1.0% +1.37½% +1.75% -3.0% -4.50% -3.5% +0.5% -1.67½% -3.0% -4.0% -2.0% -4.06¼% -5.956¼% -4.87½% -6.0% -4.57½% -1.50% -4.12½% -1.5% -4.67% -6.0% -5.0% +2.0%

300' V.C. 200' V.C. 100' V.C.

1083+00 24" C.M.P. 54' long 2 Hdwls. (In Place)

B.M. Nail in Pine 4012.512 (1093+25 Elev. 9220.66

1096+00 18" C.M.P. 31' long 2 Hdwls. (In Place)

1102+25 18" C.M.P. 27' long 2 Hdwls. (In Place)

1106+75 24" C.M.P. 28' long 2 Hdwls. (In Place)

1115+40 18" C.M.P. 33' long 2 Hdwls. (In Place)

B.M. Nail in Pine 200' Lt. 1117+30 Elev. 9133.09

1117+20 18" C.M.P. 29' long 2 Hdwls. (In Place)

Construct 1119+00 to 1121+00 100' L.S. Pan C.S.M.P. Underdrain

1122+50 18" C.M.P. 28' long 2 Hdwls. (In Place)

1128+50 18" C.M.P. 26' long 2 Hdwls. (In Place)

1138+00 18" C.M.P. 26' long 2 Hdwls. (In Place)

1148+00 18" C.M.P. 34' long 2 Hdwls. (In Place)

SHORT STATION 1151 TO 1152 72 Ft.

SHORT STATION 1166 TO 1168 128 Ft.

1160+00 18" C.M.P. 32' long 2 Hdwls. (In Place)

1164+75 18" C.M.P. 48' long 2 Hdwls. (In Place)

1179+50 24" C.M.P. 35' long 2 Hdwls. (In Place) 1174+50 18" C.M.P. 34' long 2 Hdwls. (In Place)

1179+00 18" C.M.P. 30' long 2 Hdwls. (In Place)

1187+10 24" C.M.P. 38' long 2 Hdwls. (In Place)

1194+50 18" C.M.P. 32' long 2 Hdwls. (In Place)

1080 1084 1088 1092 1096 1100 1104 1108 1112 1116 1120 1124 1128 1132 1136 1140 1144 1148 1152 1156 1160 1164 1168 1172 1176 1180 1184 1188 1192 1196 1200

9200 9150 9100 9050 9000 8950 8900 8850 8800 8750

PLATE I—PLAN—PROFILE O. P. R. & R. E. STANDARD KEUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS.

DIST. No.	STATE	ROUTE No.	SECTION
3	Colo	36	-

N

T. 6 S., R. 80 W.
T. 6 S., R. 81 W.
Unsurveyed

Sec. 18
Sec. 19

S.C. 19 T. 6 S. R. 80 W.

GILMAN

Bearing Equation
S 25° 51' W Back
S 26° 26' W Ahead

STA. 154+00 = END F.A.P. 78(12)
BEGIN F.A.P. 182-A(12)

P.C. 152+07.6
Δ 20°15'
D 6° Lt.
P.C.C. 155+45.1
Δ 42°00'
D 14° Lt.
P.T. 158+45.1 Back
= 158+53.2 Ahead
P.C. 161+75.5
Δ 41°45'
D 12° Rt.
P.T. 165+23.4
P.C. 168+55.4
177.14'
Δ 85°00'
D 20° Rt.
P.T. 172+80.4
S 7°26' W
P.C. 184+58.4
Δ 30°10'
D 7° Rt.
P.T. 186+88.4
P.C. 188+28.7
Δ 88°40'
D 24° Lt.
P.T. 191+96.1
P.C. 194+28.5
Δ 67°10'
D 24° Rt.
T. 5.55% Lt.
P.T. 197+10.4 Back
= 196+23.8 Ahead
S 3°26' W
P.C. 201+11.4
Δ 90°26'
D 14° Lt.
P.C. 211+74.2
Δ 57°10'
D 24° Rt.
P.C.C. 214+12.4
Δ 23°40'
D 10° Lt.
P.T. 216+14.1 Back
= 197+53.8 Ahead
S 30°40' E
S 8°00' E
P.C. 200+86.8
Δ 23°40'
D 10° Lt.
P.T. 203+23.5
P.T. 207+57.4
P.C. 205+18.6
Δ 10°20'
D 7° Rt.
P.C. 204+51.4
P.T. 205+79
Δ 44°30'
D 14° Lt.
P.T. 210+07.5
P.C. 211+23.1
Δ 54°30'
D 24° Rt.
P.T. 213+50.2
P.C. 214+35.3
Δ 41°20'
D 20° Lt.
P.T. 216+47
P.C. 217+39.4
Δ 64°10'
D 24° Rt.
P.C. 220+76.3
Δ 51°40'
D 20° Lt.
P.T. 222+34.6
P.T. 220+06.8
P.C. 223+03
Δ 26°30'
D 20° Rt.
P.T. 224+52
S 13°00' W
P.C. 227+97.8
Δ 47°00'
D 24° Lt.
P.C.C. 229+93.6
Δ 3°00'
D 2° Lt.
P.C. 231+43.6
Δ 38°30'
D 24° Lt.
P.C. 235+03.3
Δ 61°30'
D 10° Lt.
P.T. 235+39.3
P.C. 238+90.9
Δ 19°20'
D 24° Lt.
P.C. 236+89.3
Δ 43°40'
D 24° Rt.
P.T. 238+71.2
P.C. 243+38
Δ 85°26'
D 14° Rt.
P.C.C. 249+48.2
Δ 48°40'
D 24° Rt.
P.T. 251+51
S 31°36' W
P.T. 242+21.5 Back
= 241+16.1 Ahead

EQUATION
EQUATION
EQUATION
EQUATION

Sta.	Elev.
P.I.	9100.91
P.I.	9151.35
P.I.	9257.3
P.I.	9177.73
P.I.	9033.05
P.I.	9002.25
P.I.	8987.05
P.I.	8970.25
P.I.	8940.25
P.I.	8892.75
P.I.	8866.75
P.I.	8859.44

Long. Slope
191+98 to 196+98.8 = +1.96%

Long. Slope
216 to 217 = -1.96%

Long. Slope
242 to 243 = -10.54%

+6.0%
+5.06%
+4.0%
13.32%
-5.26%
-6.0%
-5.71%
-6.0%
-6.1%
-6.5%
-6.59%
-6.5%

1800' V.C.
400' V.C.
200' V.C.

Sta.	Size	Type	Remarks
155+00	36" C.M.P.	76 lond	Mass Inlet (In place)
164+30	24" C.M.P.	110 lond	Mass Inlet (In place)
169+00	24" C.M.P.	48 lond	Mass Inlet (In place)
170+30	60" C.M.P.	186 Bulk	(In place)
174+40	24" C.M.P.	24 lond	Mass Inlet (In place)
177+50	36" C.M.P.	150 lond	Mass Inlet (In place)
181+20	24" C.M.P.	58 lond	Mass Inlet (In place)
185+00	24" C.M.P.	48 lond	Mass Inlet (In place)
194+67	30" C.M.P.	238 lond	(In place)
198+30	24" C.M.P.	60 lond	Mass Inlet (In place)
203+60	24" C.M.P.	116 lond	Mass Inlet (In place)
204+70	24" C.M.P.	68 lond	Mass Inlet (In place)
208+30	24" C.M.P.	132 lond	Mass Inlet (In place)
212+20	36" C.M.P.	48 lond	Mass Inlet (In place)
213+50	36" C.M.P.	120 lond	(In place)
215+00	36" C.M.P.	114 lond	Mass Inlet (In place)
205+00	24" C.M.P.	24 lond	Mass Inlet (In place)
205+50	24" C.M.P.	14 lond	(In place)
212+45	36" C.M.P.	110 lond	(In place)
216+45	24" C.M.P.	12 lond	Mass Inlet (In place)
220+30	24" C.M.P.	66 lond	Mass Inlet (In place)
224+67	24" C.M.P.	30 lond	Mass Inlet (In place)
228+00	24" C.M.P.	48 lond	Mass Inlet (In place)
232+00	24" C.M.P.	64 lond	Mass Inlet (In place)
234+65	24" C.M.P.	56 lond	Mass Inlet (In place)
239+08	24" C.M.P.	64 lond	Mass Inlet (In place)
242+50	24" C.M.P.	30 lond	Mass Inlet (In place)
244+70	24" C.M.P.	64 lond	Mass Inlet (In place)
250+00	24" C.M.P.	54 lond	Mass Inlet (In place)

9300
9250
9200
9150
9100
9060

150 154 158 162 166 170 174 178 182 186 190 194 200 204 208 212 216 200 204 208 212 216 220 224 228 232 236 240 246

PLATE I — PLAN — PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

As Constructed by State (1940) TENNESSEE PASS

DIST. No.	STATE	ROUTE No.	SECTION	SHEET No.
3	Colo.	36	A	14 Rev.

REDCLIFF

N

Sec. 19 / Sec. 30

250 to Redcliff

Sta. 254+46 P.R.R.A. 56-A
Sta. 300+50 End P.A.P. 182-A(1)

Bear. Equat. = S. 39°05' E. Bk. = N. 40°14' W. Ah.

S. 11°36' W.

P.C. 257+19.4 Δ·14°33' D·2°30' Lt.

P.T. 263+01.4

P.C. 267+57.8 Δ·9°00' D·2°Lt.

Δ·50°15' D·10° Lt.

P.C.C. 272+10.8 Δ·46°-49'-40" D·11°-30' Lt. R = 516.4

P.C.C. 274+04.0 Δ·3°-15'-40" D·1°-15' Rt. R = 1833.0

P.T. 275+51

Δ·49°40' D·1°-15' Rt.

S. 53°15' E.

S. 43°35' E.

Δ·3°00' D·1° Lt. P.C. 289+71.8

P.T. 292+80.5 Ahead = P.T. 293+15.8 Back

P.C. 295+42.6

Δ·4°30' D·2° Rt.

P.C.C. 297+53.4 Δ·12°-41'-40" D·5° Lt. R = 343.8

P.T. 298+96.2

Δ·12°36' D·5° Lt.

P.R.C. 299+39.8 Δ·12°40' D·4° Rt.

P.T. 301+78.8

P.C. 302+38.2

P.T. 304+27.7

EQUATION

N. 27°38' W

P.T. 1241+25

P.C. 1238+00 Δ·39°00' D·12° Lt.

P.T. 1237+25 Δ·16°30' D·6° Rt.

P.C. 1234+50

P.T. 1233+20 Δ·6°00' D·6° Lt.

P.C. 1232+00

N. 0°52' E

P.T. 1219+50 Δ·20°00' D·8° Rt.

P.C. 1217+00

N. 19°08' W.

P.T. 1211+80.8 Δ·13°00' D·8° Rt.

P.C. 1210+18.3

P.T. 1209+50 Δ·21°00' D·6° Lt.

P.C. 1206+00

P.T. 1202+00 Δ·5°00' D·5° Rt.

P.C. 1200+00

P.T. 1199+50 Δ·7°00' D·7° Lt.

P.C. 1192+50

1250 1240 1230 1220 1210 1200

260 270 280 290 300

EQUATION EQUATION EQUATION

Present Road to Redcliff P.R.R.A. Const.

Approach to Present Road

N. 4°28' E. 300.1' P.I. to ¼ cor.

S. 4°28' E. 1377.1'

P.C. 264+96.6 Δ·8°57' D·4° Rt. P.T. 267+19.4

Sec. 30 T. 6 S. R. 80 W.

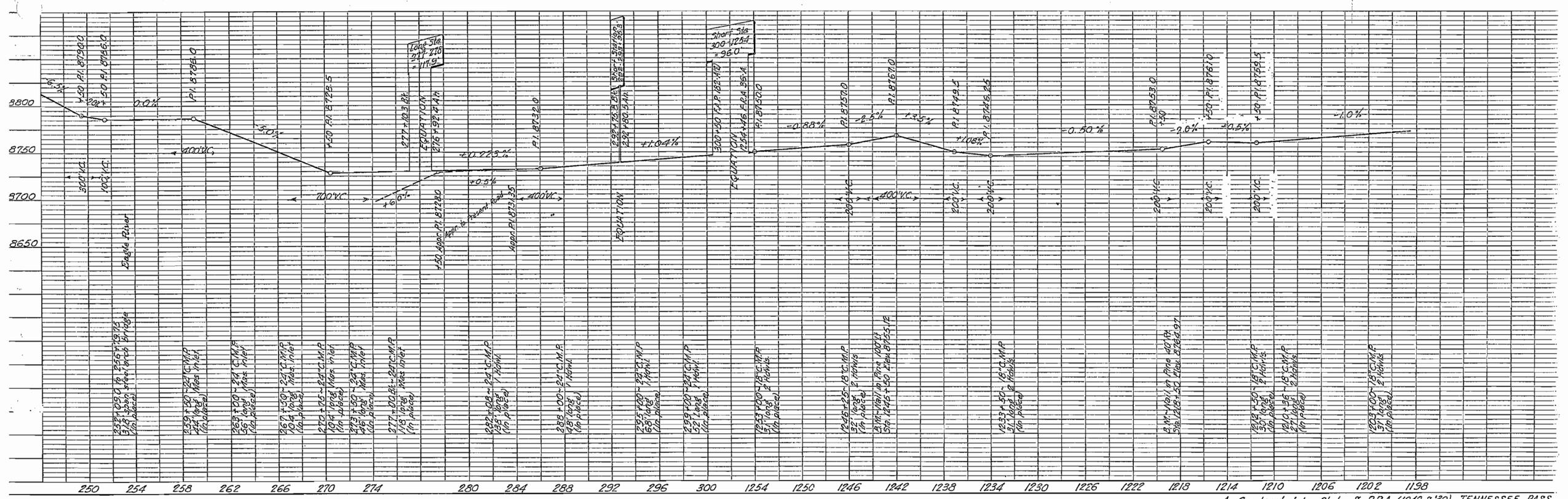


PLATE I — PLAN — PROFILE O. P. & R. E. STANDARD
KEUFFEL & ESSER CO. NEW YORK

As Constructed by State & P.R.A. (1940 & '30) TENNESSEE PASS

3	Colo.	36	G-1

The Alignment and Grade as hereon shown are subject to adjustment.

END OF PROPOSED 1936 CONSTRUCTION AND DRAINAGE IMPROVEMENTS. STA. 1297+00

SUBGRADE

BEGINNING PROP. 1936 CONSTRUCTION G-1

END PROP. 1936 CONSTRUCTION G-1

STA. 1313+59

PLATE 1—PLAN—PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK

TENNESSEE PASS

DIST. NO.	STATE	ROUTE NO.	SECTION	SHEET
3	Colo.	36	A-2	14

The Alignment and Grade as hereon shown are subject to adjustment.

See Revised Sheet.

N

Beginning Sta. 1297+00 - End of Proposed (1935) Construction.

P.C. 1199+50 P.T. 1200+50 Δ = 7°00' D = 7°00'

P.C. 1204+00 P.T. 1205+00 Δ = 5°00' D = 5°00'

P.C. 1206+00 P.T. 1209+50 Δ = 21°00' D = 6°00'

P.C. 1210+18.3 P.T. 1211+80.8 Δ = 13°00' D = 8°00'

N. 19° 08' W.

P.C. 1217+00 P.T. 1219+50 Δ = 20°00' D = 8°00'

P.C. 1232+00 P.T. 1233+00 Δ = 6°00' D = 6°00'

P.C. 1234+50 P.T. 1237+25 Δ = 16°30' D = 6°00'

P.C. 1238+00 P.T. 1241+25 Δ = 39°00' D = 12°00'

N. 27° 38' W.

P.C. 1248+00 P.T. 1251+50 Δ = 12°30' D = 5°00'

P.C. 1254+50 P.T. 1255+50 Δ = 4°00' D = 4°00'

P.C. 1260+00 P.T. 1261+00 Δ = 9°00' D = 6°00'

P.C. 1267+00 P.T. 1270+75 Δ = 18°45' D = 5°00'

P.C. 1268+00 P.T. 1264+60 Δ = 16°00' D = 10°00'

N. 37° 06' W.

P.C. 1272+00 P.T. 1279+00 Δ = 6°00' D = 4°00'

P.C. 1280+50 P.T. 1281+50 Δ = 30°00' D = 20°00'

P.C. 1282+75 P.T. 1288+65 Δ = 20°00' D = 16°00'

P.C. 1288+22 P.T. 1289+22 Δ = 5°00' D = 5°00'

P.C. 1292+64 P.T. 1293+64 Δ = 5°00' D = 5°00'

N. 7° 53' W.

P.C. 1288+95 P.T. 1292+00 Δ = 10°15' D = 5°00'

N. 8° 08' W.

P.C. 1297+03.1 Δ = 52°58' R = 240

P.T. 1299+25

P.C. 1300+54.8 Δ = 13°00'

P.T. 1301+54.8 D = 13°00'

P.C. 1303+43 D = 52°42'

P.T. 1304+35 R = 100'

P.C. 1308+00 Δ = 24°00' D = 12°00'

P.T. 1310+00

P.C. 1311+50 Δ = 20°00' D = 20°00'

P.T. 1312+50

P.C. 1314+00

P.C. 1315+50 Δ = 24°00' D = 16°00

P.T. 1317+00

P.C. 1319+00 Δ = 16°00' D = 16°00

P.T. 1320+00

P.C. 1321+00 Δ = 25°00' D = 20°00

P.T. 1322+25

1200 1205 1210 1215 1220 1225 1230 1235 1240 1245 1250 1255 1260 1265 1270 1275 1280 1285 1290 1295 1300 1305 1310 1315 1320 1325 1330

8800 8750 8700 8650 8600

1.0% -0.50% +0.50% -2.0% -0.50% +1.08% +3.50% -2.50% -0.88% -2.50% +0.50% -0.47% -0.72% -3.52% +4.00% -1.0% +2.74% +5.0% +3.0% +2.33%

P.I. 8759.50 P.I. 8761 P.I. 8753 P.I. 8749.25 P.I. 8749.5 P.I. 8767 P.I. 8757 P.I. 8760 P.I. 8765 P.I. 8736.5 P.I. 8733.68 P.I. 8722.50 P.I. 8664 P.I. 8659 P.I. 8615.5 P.I. 8592 P.I. 8614.5 P.I. 8628 P.I. 8635

200' V.C. 200' V.C. 200' V.C. 200' V.C. 200' V.C. 400' V.C. 200' V.C. 200' V.C. 300' V.C. 100' V.C. 100' V.C. 400' V.C. 100' V.C. 200' V.C. 200' V.C. 400' V.C. 200' V.C. 100' V.C.

1203+00 18" C.M.P. 32' Long 2 Howls. (In Place)

1210+39 18" C.M.P. 27' Long 2 Howls. (In Place)

1222+50 18" C.M.P. 30' Long 2 Howls. (In Place)

E.W. Nail Pins 40.1ft. Sta. 1218+50 Elev. 8764.91

1232+60 18" C.M.P. 32' Long 2 Howls. (In Place)

1262+25 18" C.M.P. 32' Long 2 Howls. (In Place)

1253+00 18" C.M.P. 37' Long 2 Howls. (In Place)

1259+80 18" C.M.P. 34' Long 2 Howls. (In Place)

1266+00 18" C.M.P. 37' Long 1 Howl. (In Place)

1271+00 24" C.M.P. 34' Long 2 Howls. (In Place)

1276+40 18" C.M.P. 31' 11" Long 1 Howl. (In Place)

1279+00 18" C.M.P. 30' Long 2 Howls. (In Place)

1286+39 18" C.M.P. 34' Long 1 Howl. (In Place)

1290+05 18" C.M.P. 30' Long 1 Howl. (In Place)

1295+20 18" C.M.P. 41' Long 1 Howl. (In Place)

Bolt Reported By U.S.G.S. B.M. 200 South Rear Dr. Rock Report Elevation Taken in Rock Elev. 8635.424 (U.S.G.S. Datum) Elevations Above Sea Level

STA. 1297+00 - End of Proposed (1935) Construction.

PLATE I—PLAN—PROFILE O. P. R. & R. E. STANDARD KEUFFEL & ESSER CO. NEW YORK

TENNESSEE PASS.

RIGHT OF WAY MAP
TENNESSEE PASS OVERHEAD
SECS. 19 & 30, T. 6 S., R. 80 W. 6 P.M.
SCALE: 1" = 100'

To SW Cor. Sec. 19, T. 6 S., R. 80 W. 6 P.M. (Calculated) S 80°19' W. 2259'

To Salt Lake

100'

D. & R. G. W. R. R. R/W Line

P.R. Ref. Pt. Mrk. PLC

D: 8°20'
P.S.C. 4313+37

P.S. 4311+85

N. 44°57' W. 332'

Mt. States

Western Union

S 72°54' W. 335.5'

N 43°01' E. (1300+54.5)

Sta. 1299+12

99'

N. 8°08' W.

CENTER LINE OF TENNESSEE PASS FOREST HIGHWAY

P.C. 1298+00.32

Δ: 10°15'
D: 5° L.

P.T. 1295+92.00

P.C. 1298+92.95

N. 13°08' W.

Δ: 5°00'
D: 5° R.

P.T. 1293+76.4

1295

1290

U. S. Government Land

Δ: 5°09'
D: 12° R.

P.T. 1300+26.57 Ah.
1300+36.85 Ah.

P.C. 1301+91.66

Δ: 36°45'
D: 9° R.

P.T. 1302+70.1

S. 89°52' E. 2967' to

EQUATION

PT 1306+00 Bk =
1306+50.2 Ah.

EQUATION

D. & R. G. W. R. R. R/W Line

Denver & Rio Grande Western Railroad

Telephone

Telephone

Lot 10

Lot 7

Lot 10

Lot 10

Red Cliff

Alice No. 5246
(Patented)

Hardscrabble No. 8571
(Patented)

Maude S. No. 7779
(Patented)

N. 79°46' E. Line

P.C. 1308+43.5

Δ: 5°3'44"
D: 8° L.

P.T. 1315+15.2

1305

1306+70

1307+50

1310

1315

1320

Lot 66

Lot 67

Lot 66

Lot 10

Red Cliff

Rio Grande St.

S. 38°01' W. 26.4'

N. 38°18' W. 26'

Water Street

Depot

100'

West Bound

East Bound

To Denver

Sta. 1297+00 Colorado 36-6
Beginning of Proposed 1934 Construction

Sta. 1313+59 Colorado 36-6
End of Proposed 1934 Construction