

Taylor Street
Dunn Street
Rock Haven Road

DIETZGEN

TRADE MARK

ENGINEERS'
LEVEL BOOK

No. 410

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 39.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to $30.6 = 32.6$. For slopes of 1 on $1\frac{1}{2}$ see inside of back cover.

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Please Return

to

F. R. Zethmayr

Chardon, Ohio

phone { 98
327 or

County Surveyor's
Office

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Elev's near CEDAR & RockHaven Rds 49a.

#106 Rock HAVEN Sec A Pg 56

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Levels on Lot No 13 Maple Grove

Str	DB	HT	FS	FL
BM	1.89	101 ⁸⁹		100 assumed
A 1-19			7.65	97 ²⁴
A 1			7.0	97 ⁸⁹
B 1			8.2	93 ⁶⁹
C 1			9.4	92 ⁴⁹
D 1			10.65	91 ²⁴
E 1			11.4	90 ⁴⁹
A 2			6.65	95 ²⁴
B 2			7.90	94 ⁰⁹
C 2			9.30	92 ⁵⁹
D 2			10.2	91 ⁶⁹
E 2			11.0	90 ⁸⁹
A 3			5.75	96 ¹⁴
B 3			7.75	97 ¹⁴
C 3			8.6	93 ²⁹
D 3			9.45	92 ⁴⁴
E 3			10.60	91 ²⁹
A 4			5.40	96 ⁴⁹
B 4			7.0	94 ⁸⁹

Lake Lucerne Allotment Bennington VT
 C. Bliss
 H. Goodrich April 6 1927
 H. Clause
 Brinton SPIKE SHOOT 24" Beech Front of
 Cottage on lot 12.

C. Clause

577 Beech

Lot G-13 Lake Lucerne

STu	B5	H1	F5	EL
C4		10/89	8.3	92.59
D4			9.70	92.19
E4			10.60	91.29
A5			5.00	96.89
B5			6.60	95.29
C5			7.60	94.29
D5			9.30	92.59
E5			9.75	92.14
A6			5.00	96.89
B6			6.00	95.89
C6			7.90	94.09
D6			8.6	93.29
E6			9.80	92.09
A7			5.70	96.19
B7			6.00	95.89
C7			7.00	94.89
D7			7.90	94.09
E7			—	

Lot G-13 Lake Lucerne
F3

A 8	10189	3.90	97 ⁹⁹
B 8		5.00	96 ⁸⁹
C 8		6.10	95 ⁷⁹
D 8		8.40	93 ⁴⁹
E 8		9.60	92 ¹⁹
A 9		3.30	98 ⁵⁹
B 9		4.50	97 ³⁹
C 9		6.00	95 ⁸⁹
D 9		7.90	93 ⁹⁹
E 9		9.30	92 ⁵⁹
A 10		2.95	99 ⁰⁴
B 10		4.80	97 ⁰⁹
C 10		5.80	96 ⁰⁹
D 10		7.75	94 ¹⁴
E 10		9.30	92 ⁵⁹
A 11		2.80	99 ⁰⁹
B 11		4.70	97 ¹⁹
C 11		5.90	95 ⁹⁹
D 11		7.70	94 ¹⁹

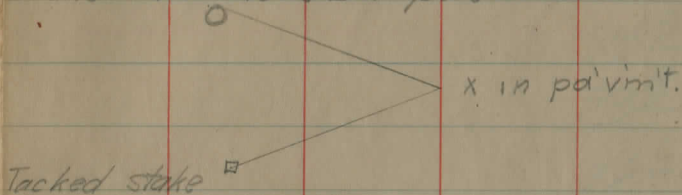
Lot	Lucerne	FS	
G-13	10/189	9.40	92 ⁴⁹
E 11		3.60	98 ²⁹
A 12		5.40	96 ⁴⁹
B 12		6.50	95 ³⁹
C 12		8.46	93 ⁸⁹
L 12		8.80	93 ⁰⁹
E 12		3.50	98 ³⁹
A 13		6.10	95 ⁷⁹
B 13		6.50	95 ³⁹
C 13		8.60	93 ²⁹
D 13		9.40	92 ⁴⁹
E 13		4.65	97 ³⁹
A 14		←	
B 14			
C 14		6.70	95 ¹⁹
L 14			
E 14			

○ What for Ke...
 { 90
 47

1-C-H 15-G

492+74^S 0°-15' TP.

2 Nails S.E. side C.E.I. pole



Sta. 983+91^S P.I.

$\Delta = 24-41$ Lt

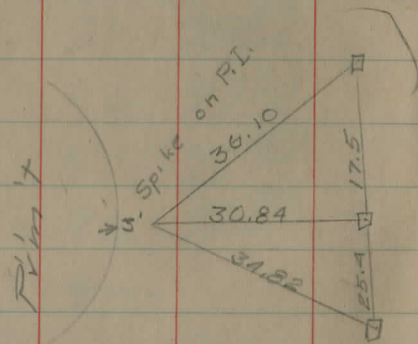
$D = 14-00$

$T = 89.76$

$L = 176.31$

$E = 9.7$

$P = 410.28$



East Side From S to N

Frank Kellogg

P.M. McGintosh

E.C. Coleman

S Wallace

J.A. Taylor

H. Allen

D.E. Loftus

H.W. Taylor

T.E. Marshall

F.R. Zehmayer

A. Bortz

W. Bortz

R.W. Bortz

West Side From 5 to N

Frank Kellogg

Yuki Kanda

D Fenwick

H W Taylor

J A Taylor

H Allen

D E Loftus

H Allen

H W Taylor

T & E Marshall

Frank Haskovec

Ralph Pease

F R Zethmayer

R. Schnagle

F T & V Sage

John Antolik

J & F Trnka

Rev says Trnka

has pease between

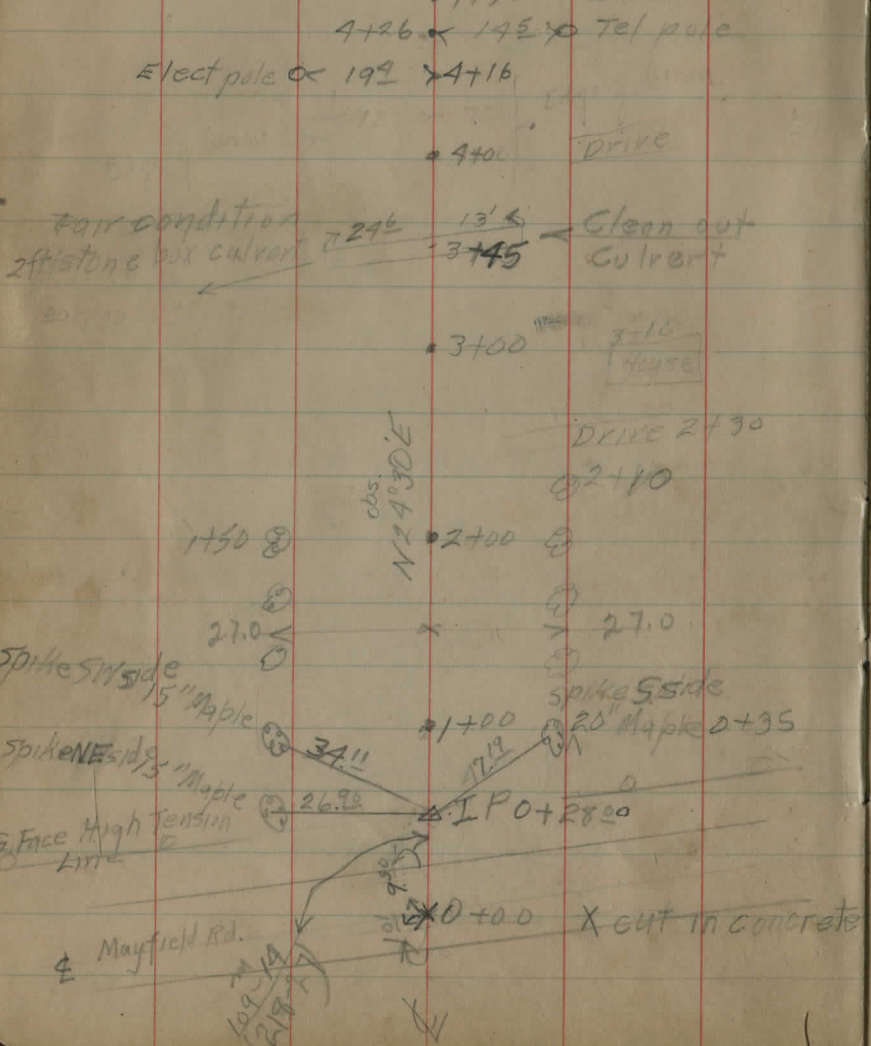
Antolik & Sage.

← L. Eisenmann

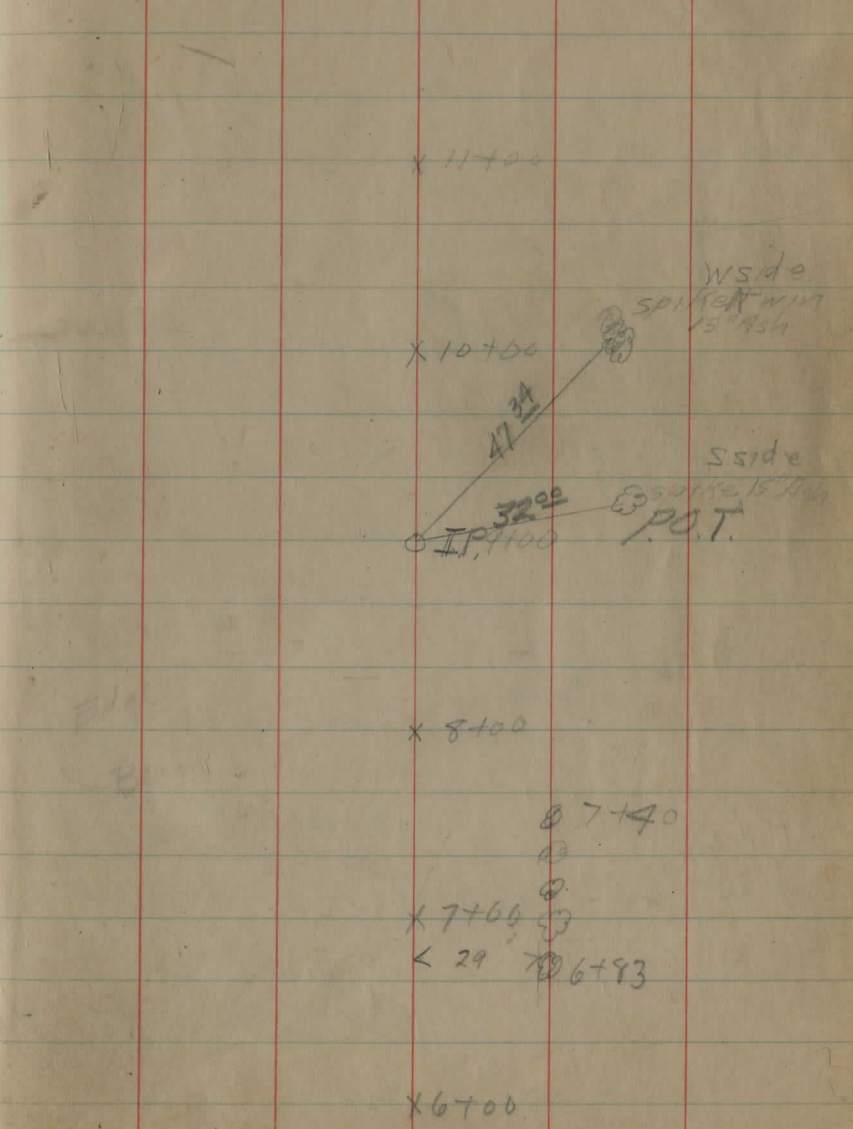
Rev says Eis. west between Taylor

Road & Survey
 Taylor Road
 Claridon Twp.
 from Mayfield Rd
 Northerly

6/13/27
 Mt. Richey
 R. Sperry
 C. Confield



Sta 0+00 Sidestakes are 25' to East
 or right of &



X 15+00

X 17+00

X 16+00

15+97
N Orchard

Barn 15+13
Drive
15+37

X 15+00

House
17+41

15+00

15+00

17+28

19+70

X 14+00

33
Orchard

P.L.O

Kanda

X 13+992

Mcintosh

Kellogg

X 13+00

Kellogg

X 12+00

24+25

X 24+00

24+00

23+00

X 23+00

22+00

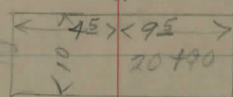
22+70
23+2

22+40
22+00

X 22+00

21+36
280

X 21+00



Small stream

House

21+60

Drive

Wood top, stone
abut. bridge.

Rebuild

5 abut
Nowings

20+05

X 20+00

Small stream

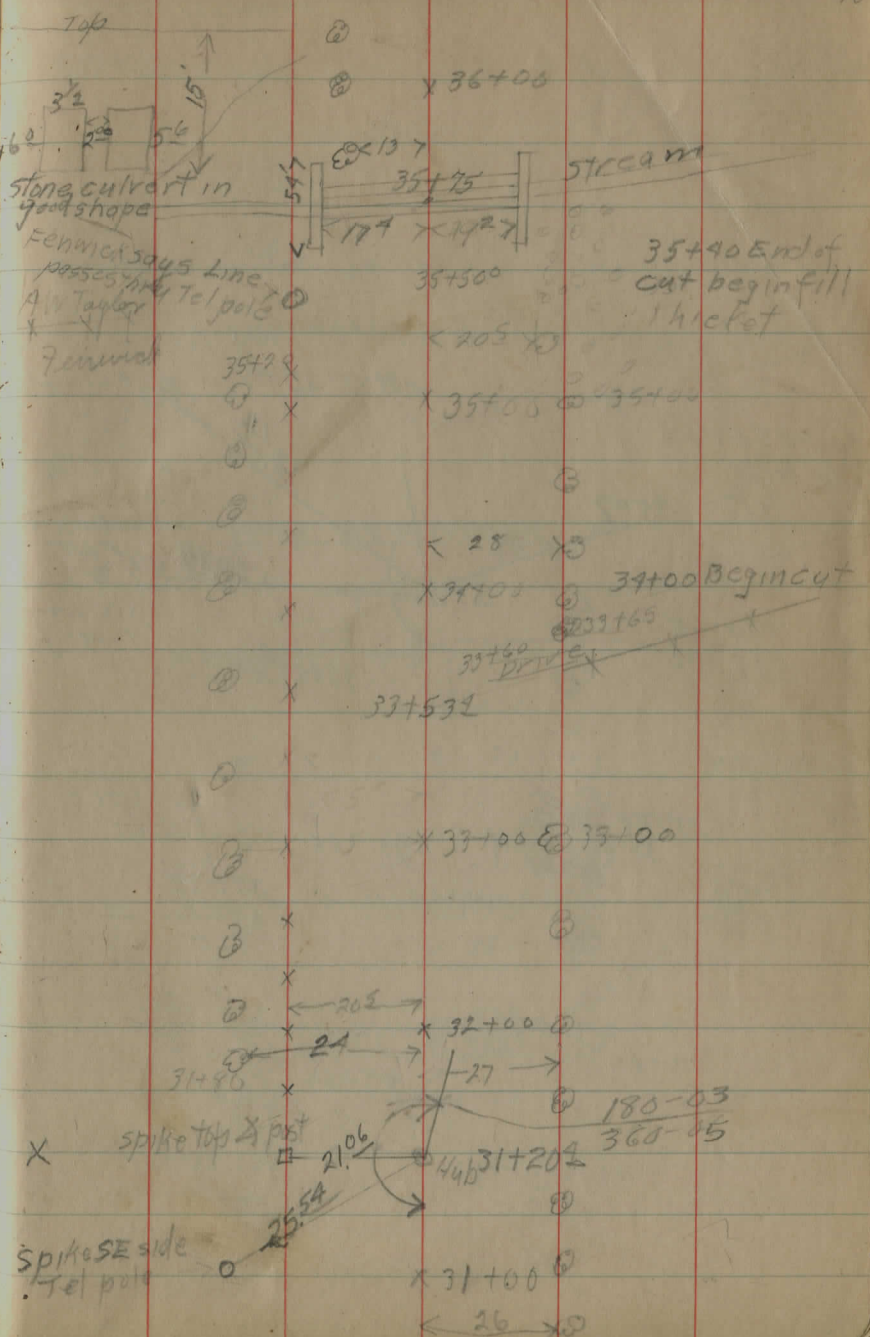
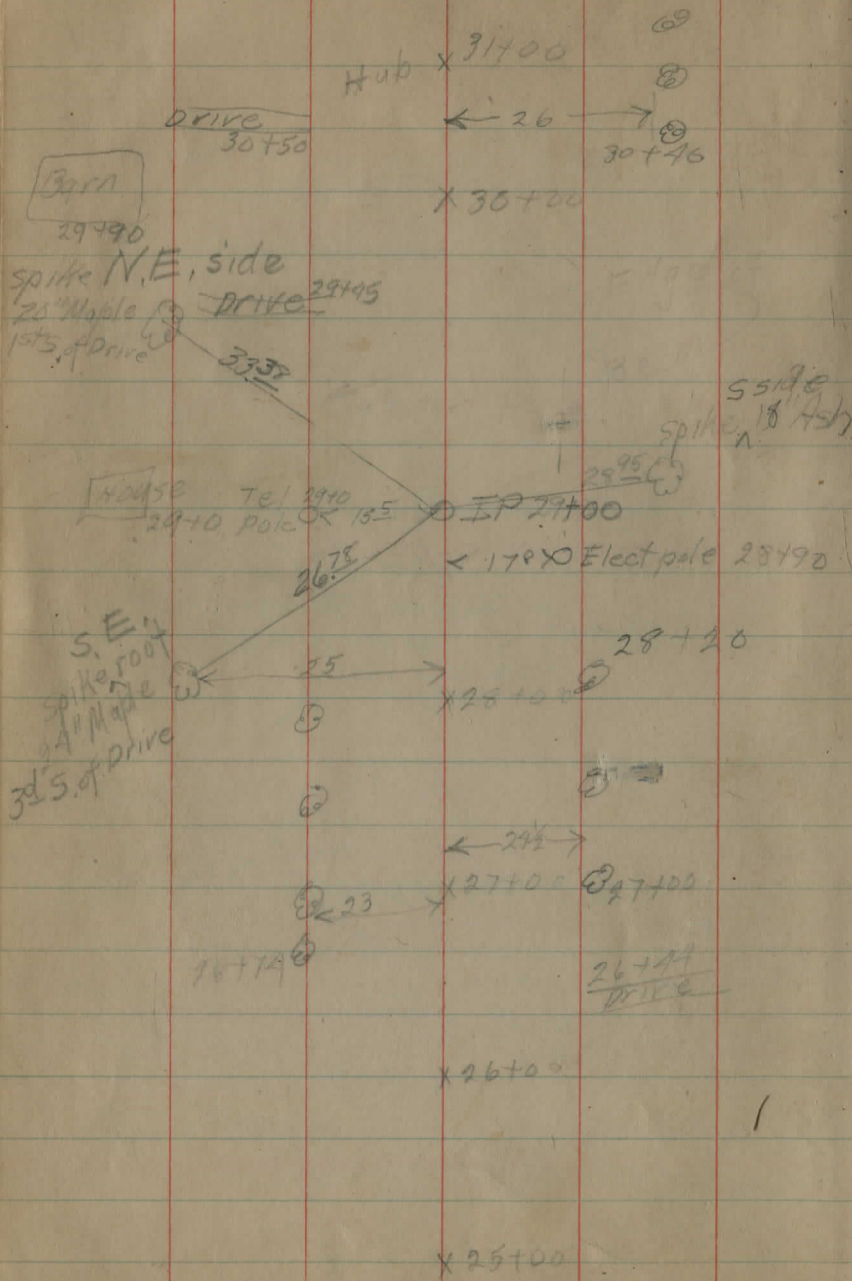
low ground

19+25

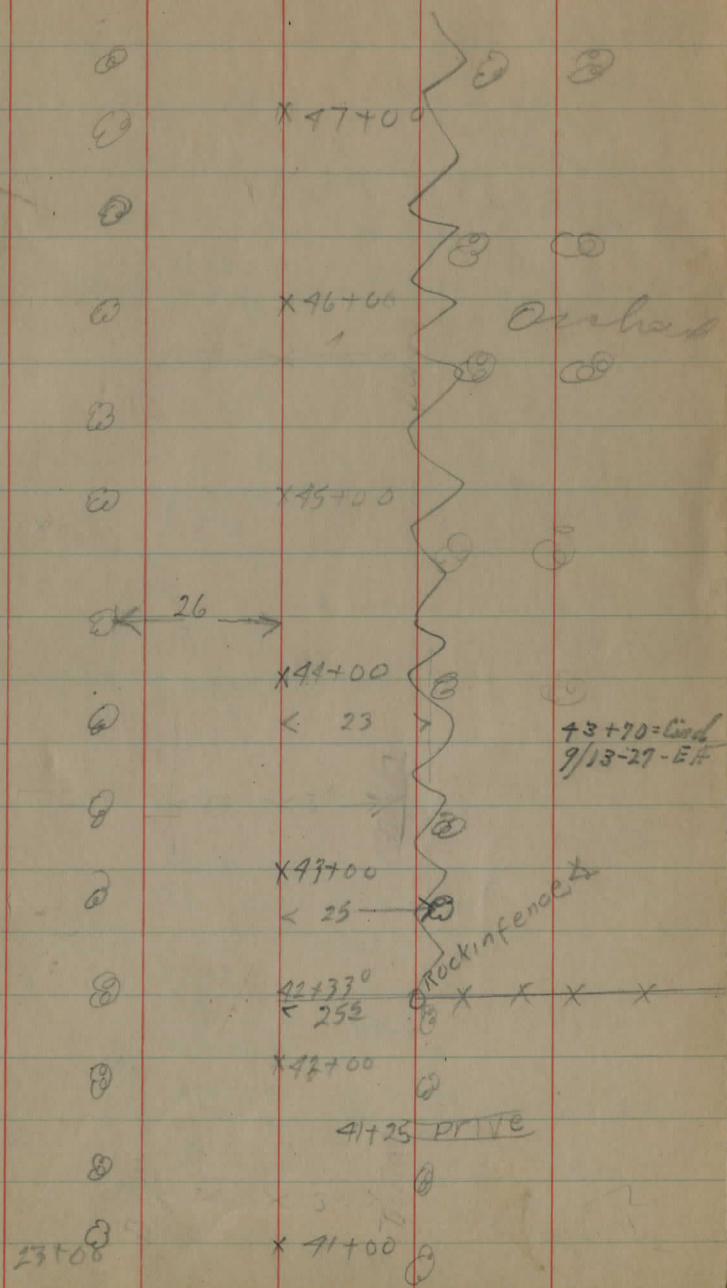
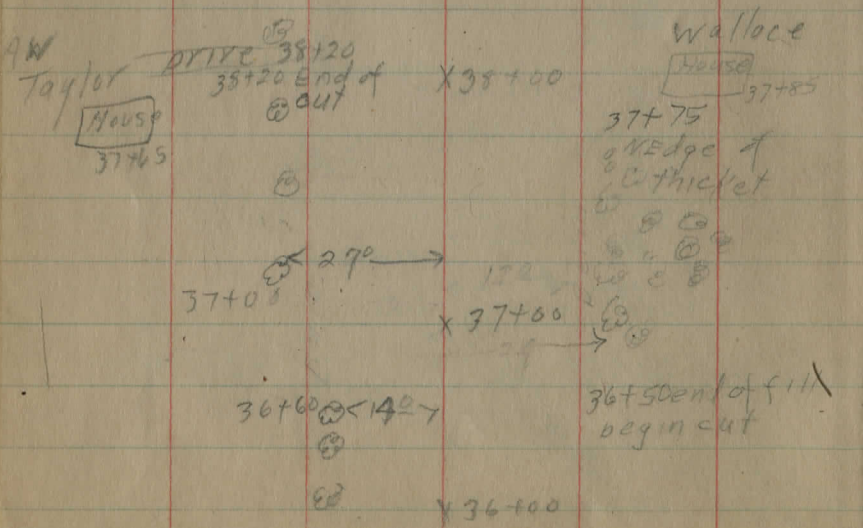
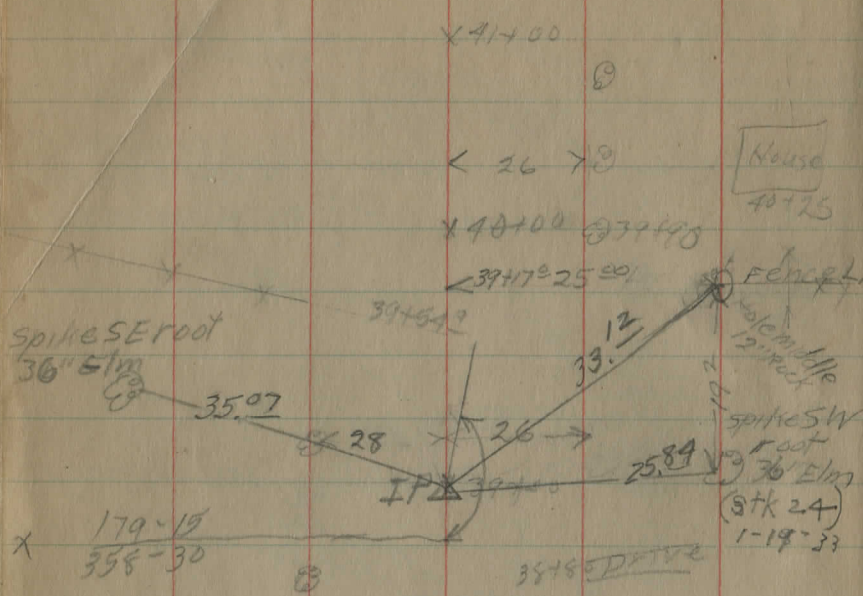
19+15
19+20

X 19+00

Anchor post 18+675



6/14/27 Richy
Canfield
Sperry



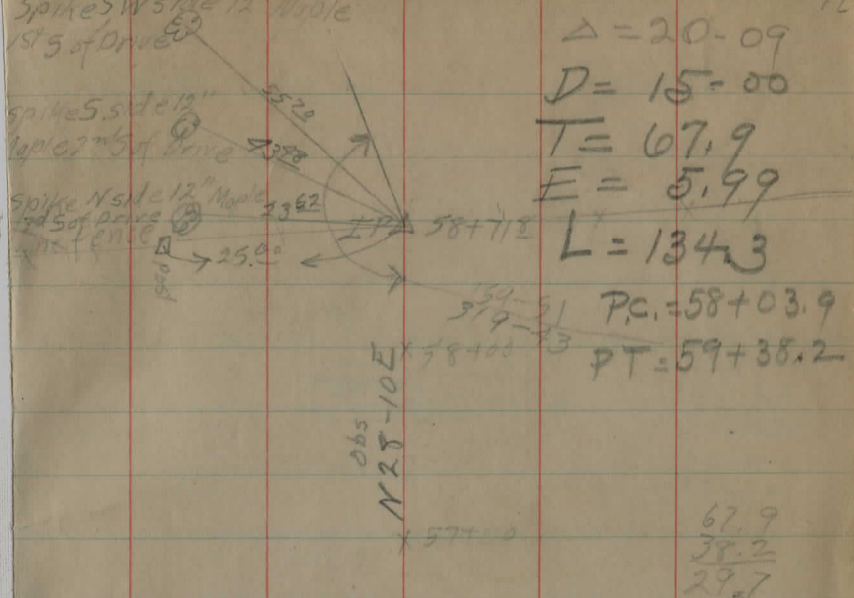
52+80 X 32 X 53+00
 52+20 X 26 X 52+00
 25 1/2
 52+00 52+00
 cinder, 5%

51+00 X 51+00
 50+00 X 50+00
 49+00 X 49+00

50+00 50+00 End of cut
 48+60 Begin cut
 Allen

Allen
 Taylor
 10" V. pipe
 7 in condition at ends
 clean outlet
 20 ft probably closed
 25' 00"
 28'
 27'
 26'
 27'
 35'
 45+00
 47+97E
 47+00

Spikes W side 12" Maple
 15' S of Drive
 Spikes S side 12" Maple
 10' S of Drive
 Spikes N side 12" Maple
 10' S of Drive
 25.00



$\Delta = 20.09$
 $D = 15.00$
 $T = 67.9$
 $E = 5.99$
 $L = 134.3$
 $PC = 58+03.9$
 $PT = 59+38.2$
 $Obs N 28-10 E$
 $57+10.0$
 $58+71 E$
 $58+03.9$
 $59+38.2$
 67.9
 38.2
 29.7

23.5

54+00 X 54+00
 53+00 X 53+00
 52+00 X 52+00

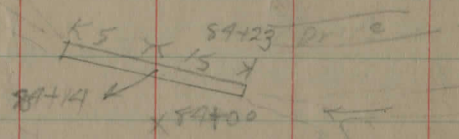
X 82+00

X 87+00

X 86+00
22' → Total pipe

X 85+00

8" C/P in good condition



X 83+00
 88+80
 Outer pipe rack
 82+65

X 82+00

Marshall
 House
 93+22

DRIVE 92+45

X 93+00
 92+53
 92+62
 DRIVE 92+55
 X

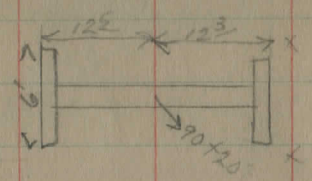
X 91+88² X

X 92+00 X

X 24'
 X 91+00 X

X 90+54 X

3x3 stone
 box culvert
 in good condition



X 89+67 X

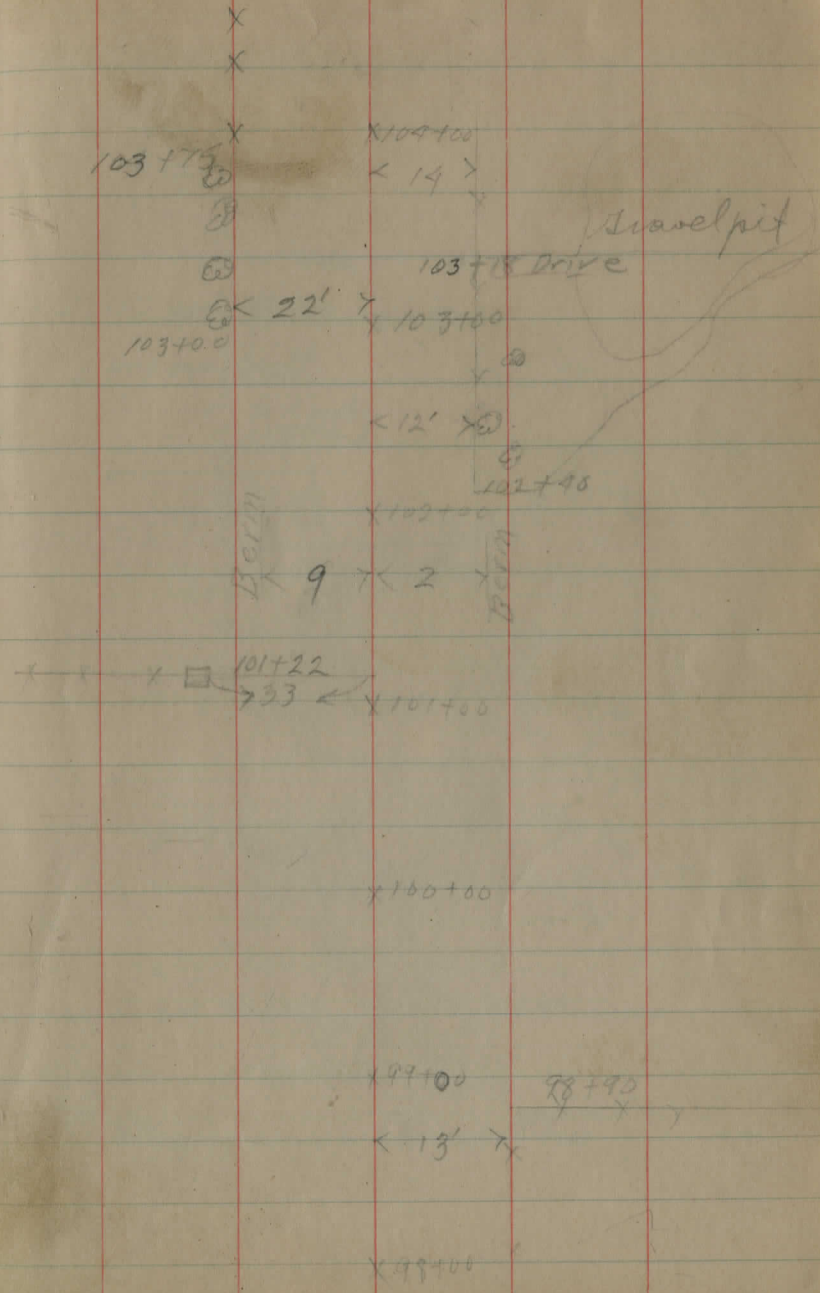
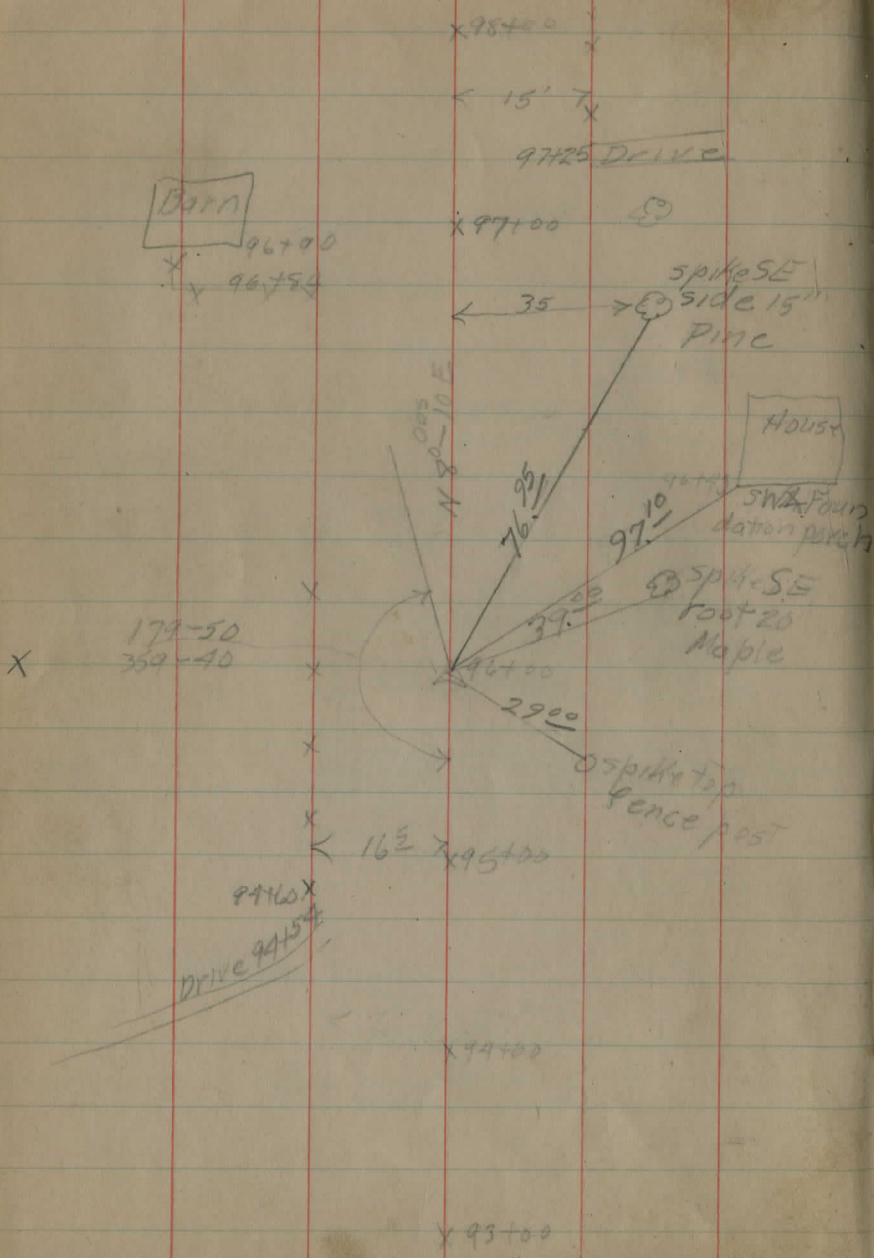
X 90+00 X

X 89+47² X

X 5'
 X 89+00 X

X 88+09 X

X 88+00

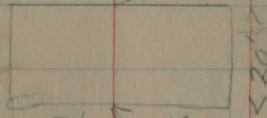


X 110+60

X 107+00

X 109+18
109+16

Wood top bridge
Stone abut. good
Floor beam



X 107+80

X 26

X 106+00

X 105+00

X 104+00

6/16/37

Richey 17
Rand
Pomeroy
Canfield

X 23

X 114+09

X 113+50

X 113+073

Sta 113+00 sidestakes
arc 25' L of or West
of d

X 112+75

X 112+61

X 112+37

spike top anchor post

X 22+7

X 18
Face

X 42+7

X 7+7

X 111+00

X 110+06

X 112+46

53-07
106-16

13 1/2 ft clearance

Sta. 112+44 E track

X 112+41 E track

spike N side anchor post

X 111+00

X 107+06

Drive 112+10

150-03
300-03

X 120+00

X 119+10

X 118+00

X 117+0

X 116+00

X 115+00

< 27 X 114+25

X 114+30

114+50

114+80

X

X

X

X

X

Spike N side
Anchor post

29 122+40

47.35

IP 122+00

X 125+00

129

X 124+00

X 123+00

Edged woods

woods

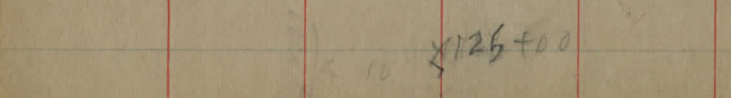
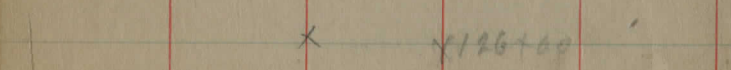
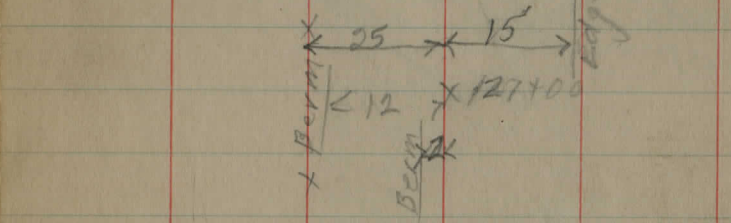
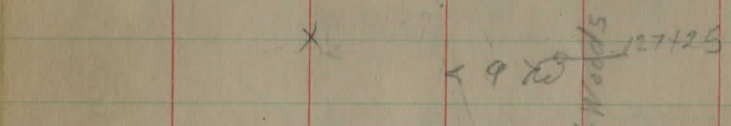
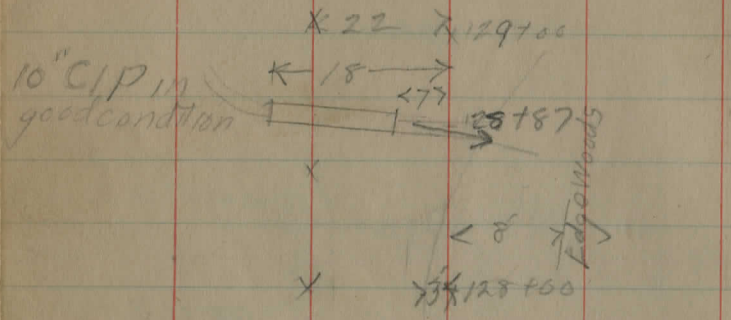
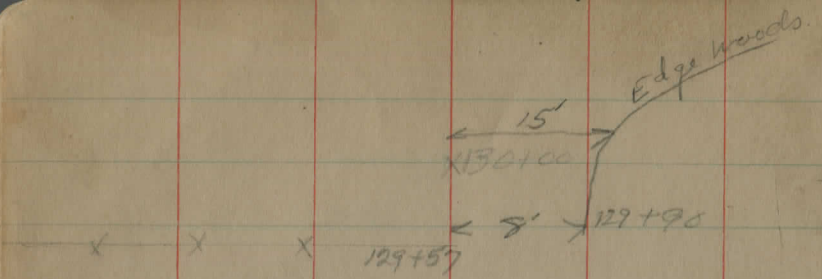
< 15" Spike W side
40 = 15" Elm

Sedge of Woods

70.65

X 121+00

X 120+00



X136+00

X135+00

X134+00

X133+00

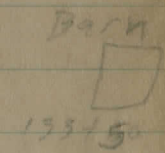
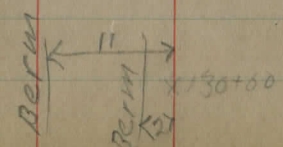
X132+10

X131+00

Schmagle House
132+63

DRIVE 132+00S

11-8
15' W



188
4572
125-

X 141+00

X 140+00

DRIVE 139+05

X 139+95

X 139+00

8/38+00

181

Spike Side 6" Maple
15' N of Drive

181

DRIVE 138+10

X 138+00

NE Foundation

House
Gage

125.60

137+63 Drive

98.45

84.30

SE Foundation

IP 137+61

DRIVE 136+90

X 136+00

56
57
53

X 146+00

179-53
354-45

28

Spike SE side 15" Wild Cherry

Spike Side End
Two Lines
post

95

Spike S side 6" Wild Cherry

27.65

26.46

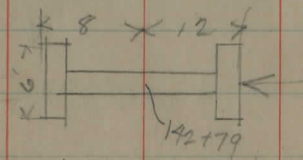
145+10.3

90-18
180-37

X 145+00

X 143+00

24" stone box
culvert stone
headwalls in good
condition



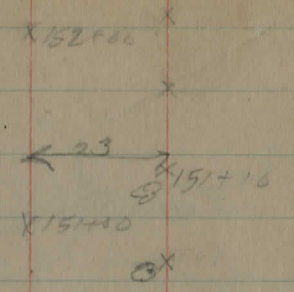
X 142+00

House
Bartz
141+99

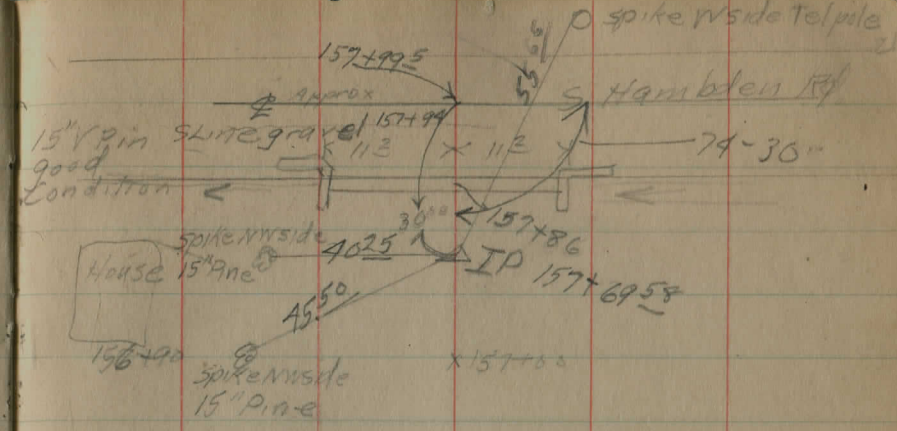
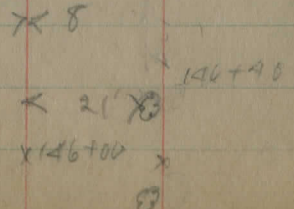
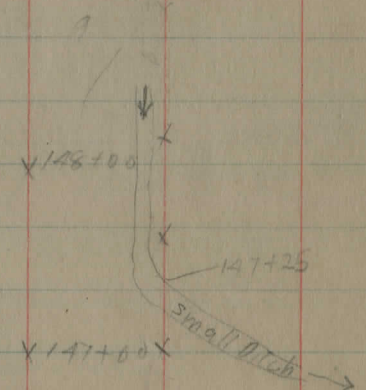
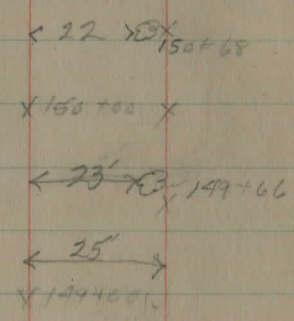
141+89 Drive

X 141+00

157-99.5
 470 am yds
 (1290) Carbon
 fine
 (15" x 25") 905
 Nov. 30 - 1967

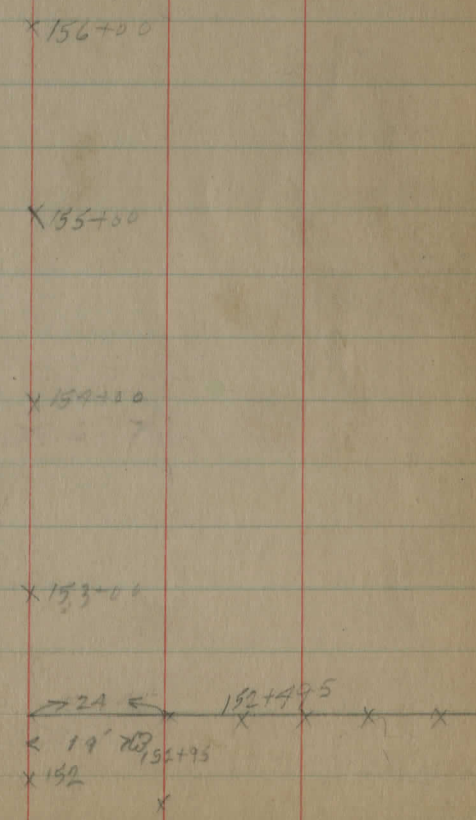


Clard. to Top =
 14516.3 Ft = 2.75 mile
 Hambden Top
 1283.2 Ft = 0.24 mile



Bar
 155+57

Ditch
 155+15



Culverts on Taylor Road

and - lot - line
 78 = A. H. Stefanski
 F. Bogdomski 112a lot 57⁰⁸ of. Clemson
 lot 1 line

50a
 G. B. Stillwell 27a lot 7⁴⁵ a G. B. Stillwell
 44a lot 35a F. C. Hubbard

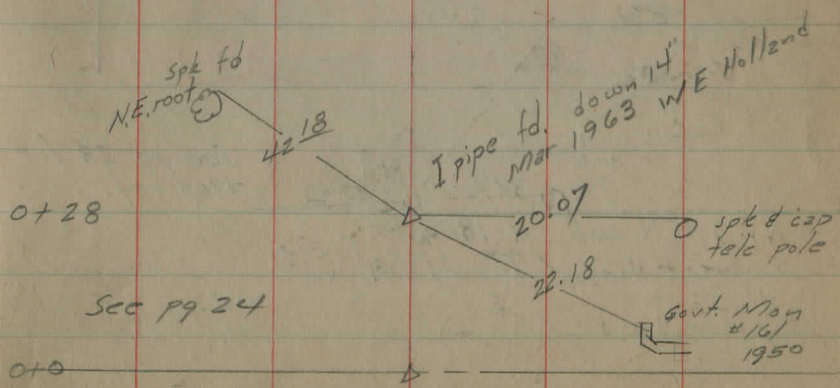
a. Polanka 9.5a lot 2 line
 J. Polanka ?
 W. H. Bonnett 10a 21a J. Polanka
 M. Polyaowski 6a

W. H. Bonnett 40a lot 51 = A. H. a. Pinney
 H. a. Pinney 10.63a lot 12⁶⁶ a H. a. Pinney
 lot 10 line

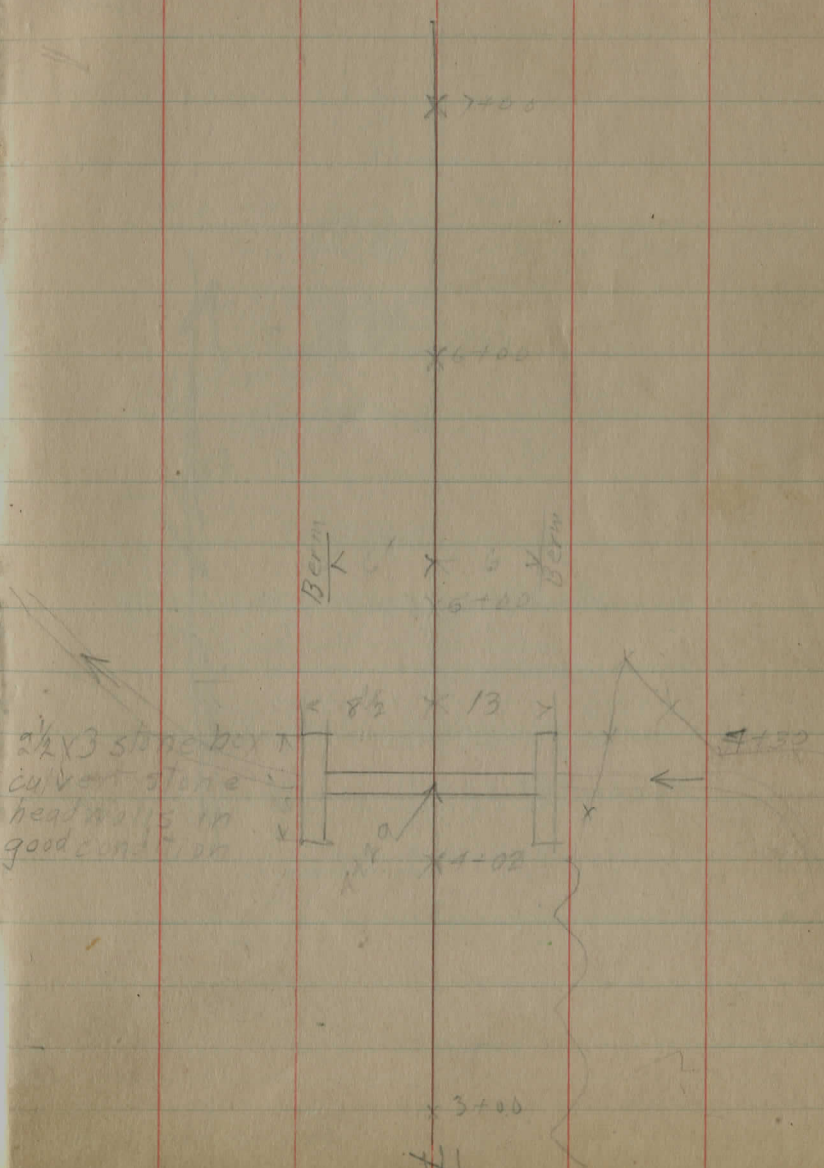
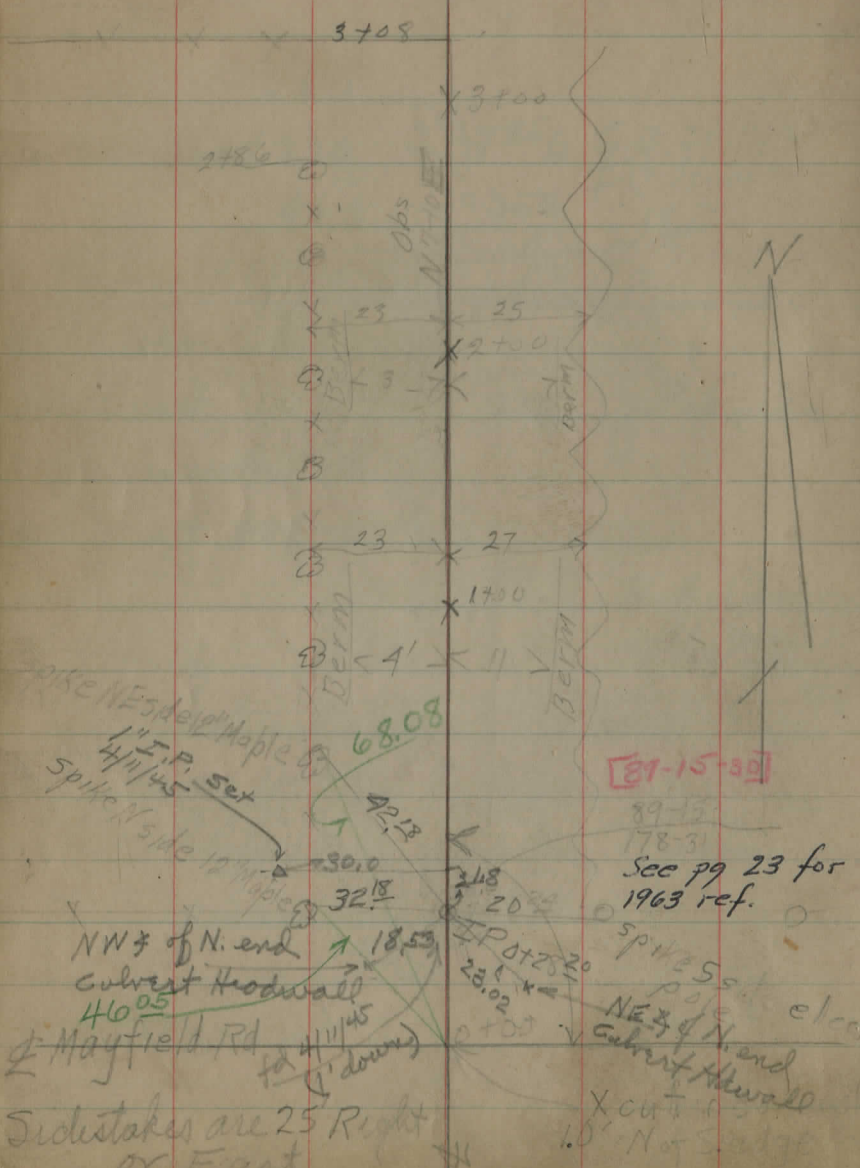
E. F. Dunn 11⁸⁶ a. 32a a Conley
 A. Conley 12a lot 31⁵ a F. J. Hughes
 A. P. + B. Doris 17⁸⁴ a. school
 E. F. Dunn 28⁸⁷ a. 47⁵⁰ F. J. Hughes
 M. Moss 25⁰ a.

Mayfield West East

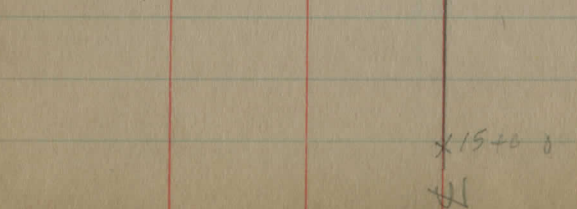
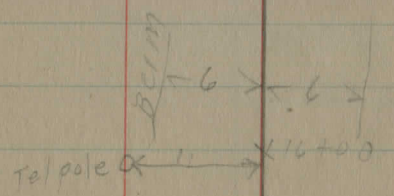
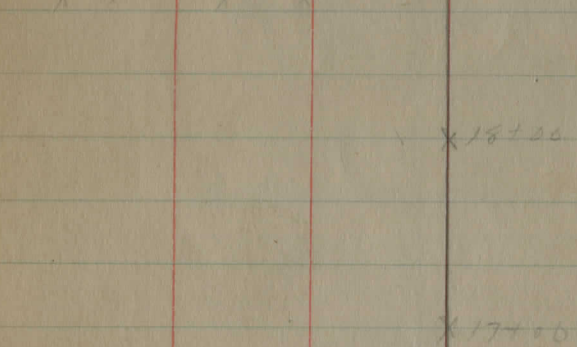
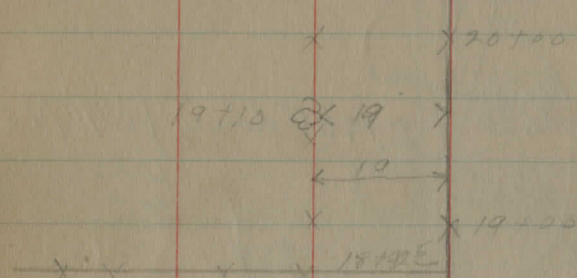
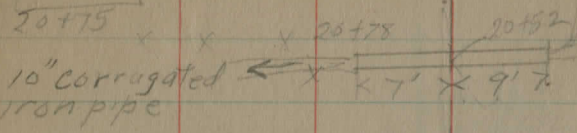
950 on E side N of lot.
 900 W side
 runs S. of lot line.



6/27/29 Richey
Pomeroy
Rapel
Cosfield
Location Dumb Street
now Princeton Rd # 118



Barn

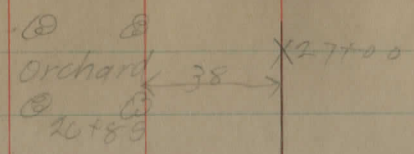


Vineyard

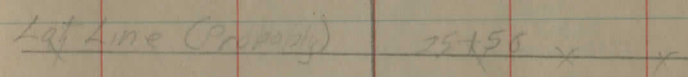
19+90

Orchard

19+75



26+00

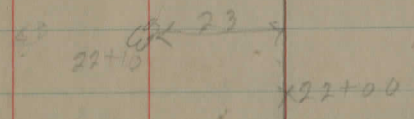


25+00

24+00

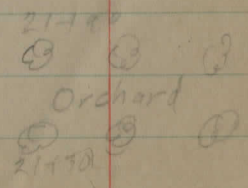
23+00

House



DRIVE 21+47

21+00



Road West 317512 (for Ints. see
 FB. 117 pg. 136)

X31+00

X30+00

X29+00

Berm
 X 6 X 7' 7"

27+00
 Orchard

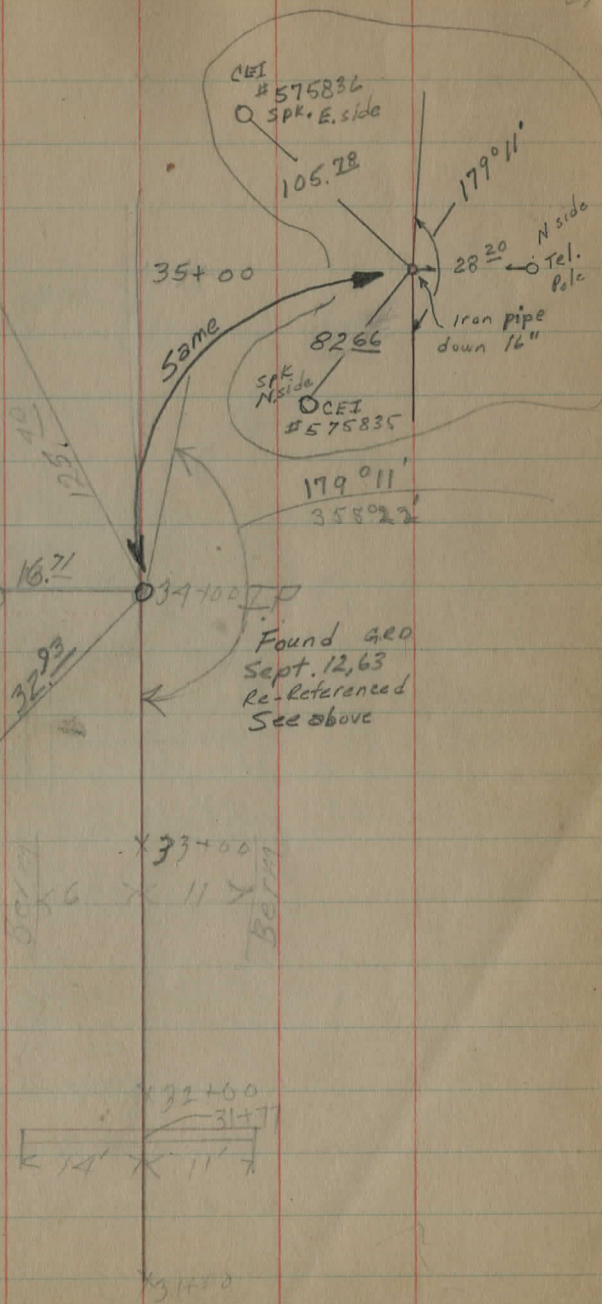
X27+00

spike side
 10"

spike N side
 Tel. pole

spike N side
 6" peach

6' of V.I.P. on W end
 15' of
 10" corrugated Iron
 pipe



X 49+00
48+95 X Y X

Polenki

X 47+90

BEAM

X 47+00

X 12' X 0'

BEAM

X 46+00

BRIDGE

45+25 BRIDGE

X 45+00

X 44+00

⊙

⊙

⊙

⊙

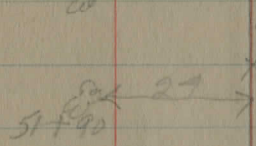
⊙

OIP For Reference see next page

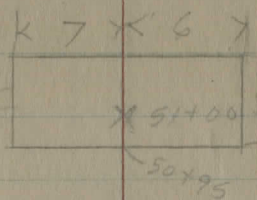
X 53+00

House
52+63

House
52+75



wood top bridge
stone abutments
in fair condition



X X Lot Line

50+59

(By eye) X

BEAM

X 50+00

X 10

X 3

BEAM

X 49+00

X58+00

Tel pole on ll → X57+60

~~Berlin~~ X 7 X 1 ~~Berlin~~

X56+00

obs
18-50E

X55+00

~~Berlin~~ X 7 X 6 ~~Berlin~~

X54+00

Sedge plowed field 53+45

50' NE side of
28' Maple Gone 42.28

spike N side of
24' Maple 25.45

IP
53+20

150
360
97-04

⊕ Road East

MINX Foundation

House

NE X
Foundation

X53+00

X64+00

X63+00

RUINS
of Barn
82+10

~~Berlin~~ X 5 X 5 ~~Berlin~~

X62+00

X61+00

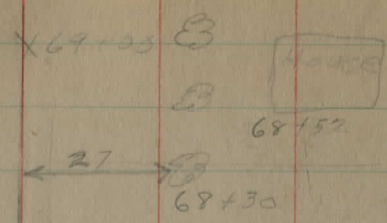
60+90

59+95 X 19 → X60+00

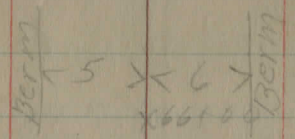
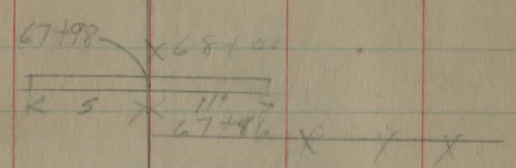
X59+00

12" VP in good
condition

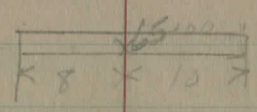
X 9 X 10 X
62+85
X58+00



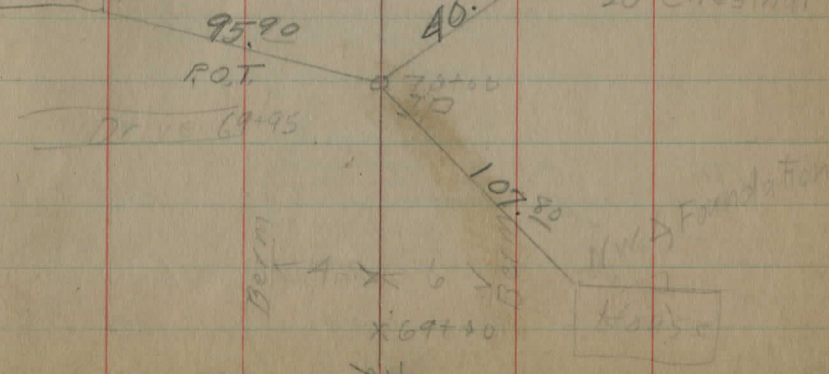
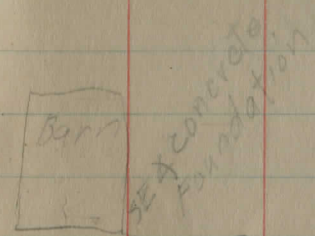
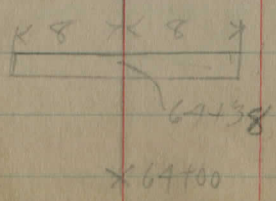
12" CIP in good condition



10" C.P. in good condition last tile on W. broken



10" corrugated IP in good condition



67+00

67+100

67+200

67+300

70+30 DRIVE

95.90

P.O.T.

DRIVE 64+95

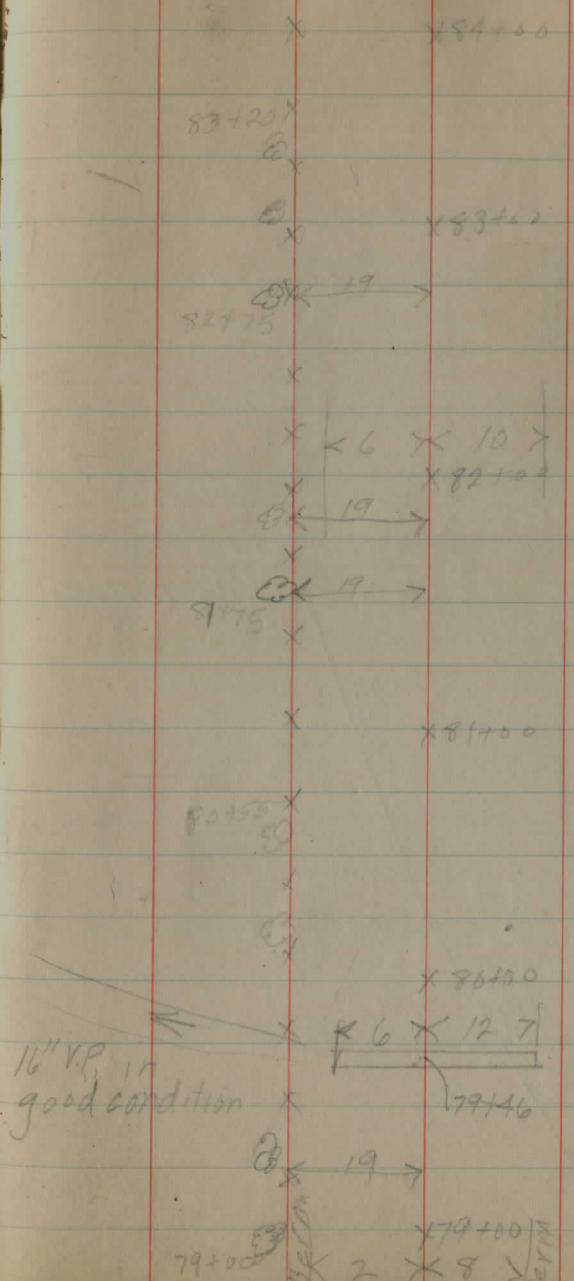
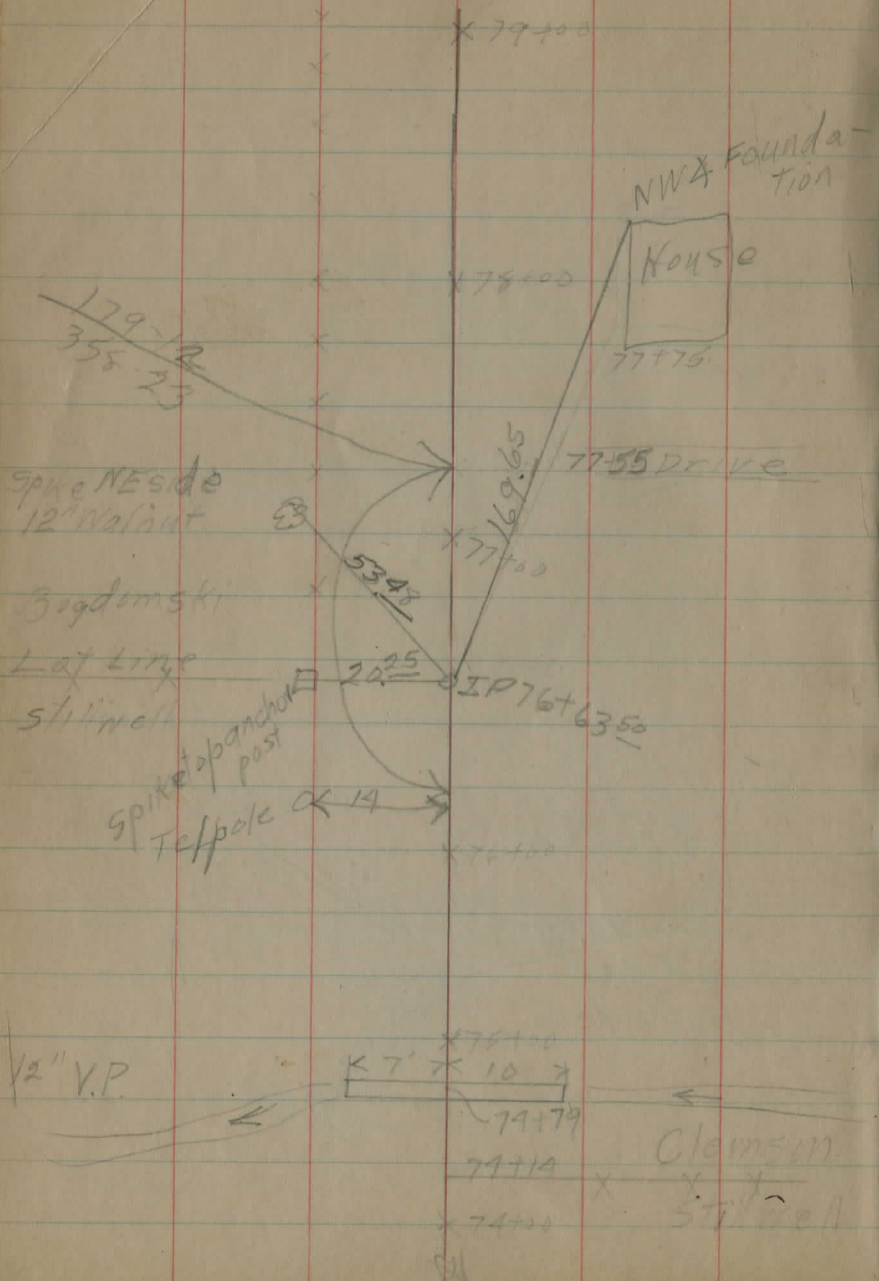
40'

70+00

107.80

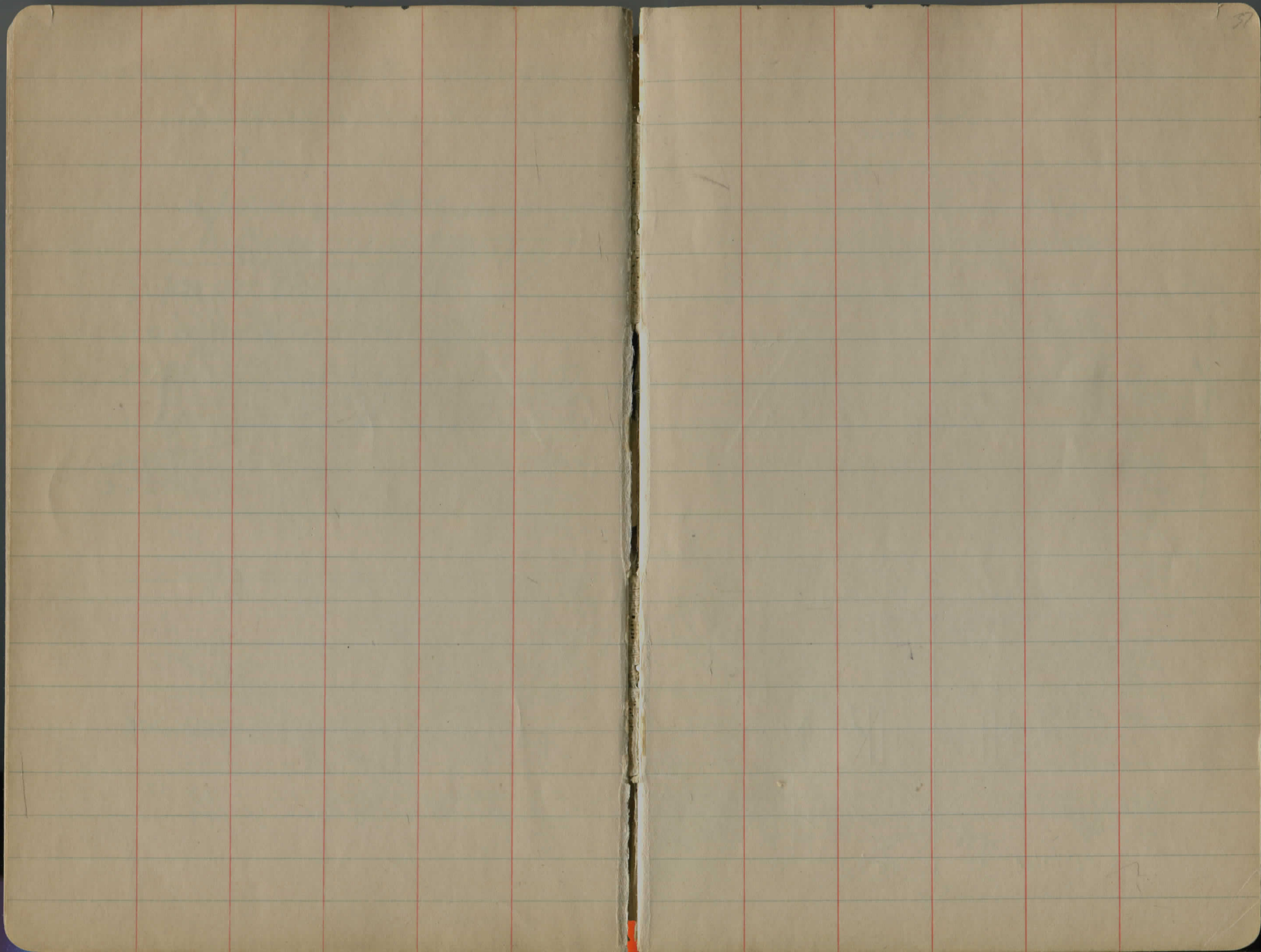
30' space on inside 20' Chestnut

11\"/>



47-190 Poluaki line to W.

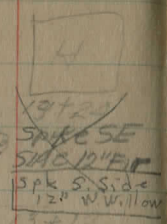
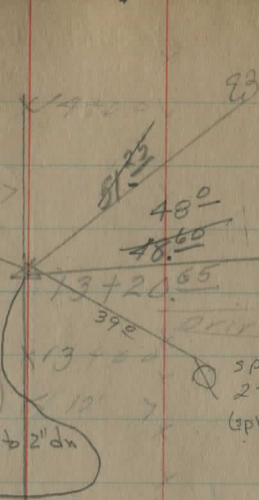
11-70 end of cinders



30' SE
SIDE 15" Pine



spk p
S. side
6" Maple



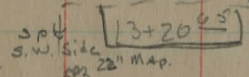
19+20
SPK SE
SIDE 12" E.P.
spk S. Side
12" W Willow

Fd 6/17/40 2' down

" 3/29/66 18" dn. (re-ref)

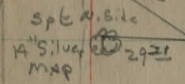
" 7/26/76 12" dn. Raised w/ spk to 2" dn
E re ref.

spk. N.E. side
277682
(spk Fl. B. + 7L)



spk
S.W. Side
22" Map.

4/39



spk N. Side
4" S. 1/4
MAP

HD. BNT. SPK N.E.
CE 277682

Rock Haven
Road

19+00

18+00

17+00

< 23' >

16+00

15+00

14+00

12+00
< 13' >

11+00

10+00
< 13' >

9+00



15+37



15+20
< 29' >



14+58

11+34

14+38

23+50 begin cinders

22+50

23+00

22+82

22+00

21+00

20+00

19+00

Rock Haven
Road

24+00

28+00

27+00

26+00

25+75

25+75

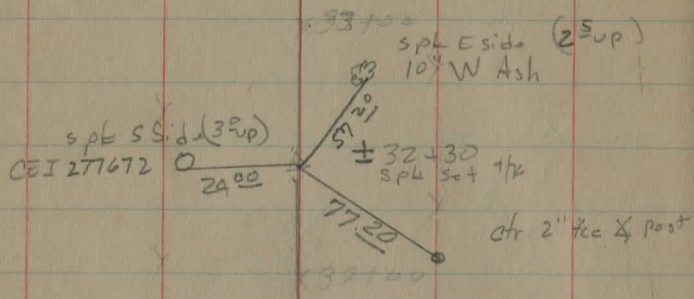
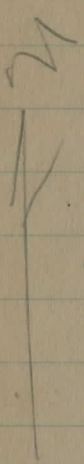
25+00

24+00

< 7' > < 7' >

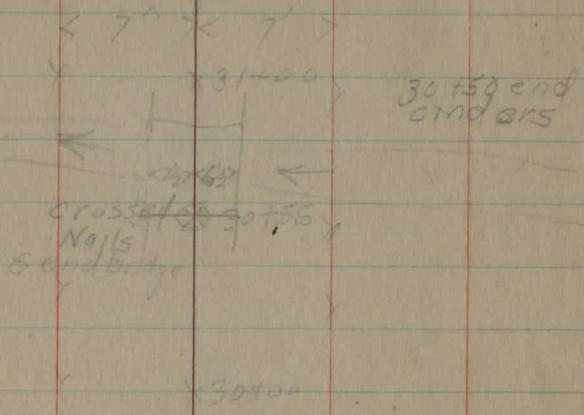
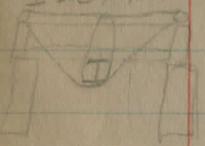
< 7' > < 7' >

X34+00



Floor fair
 3 1/2 clearance
 29' span

Timber truss
 bridge steel
 I beams

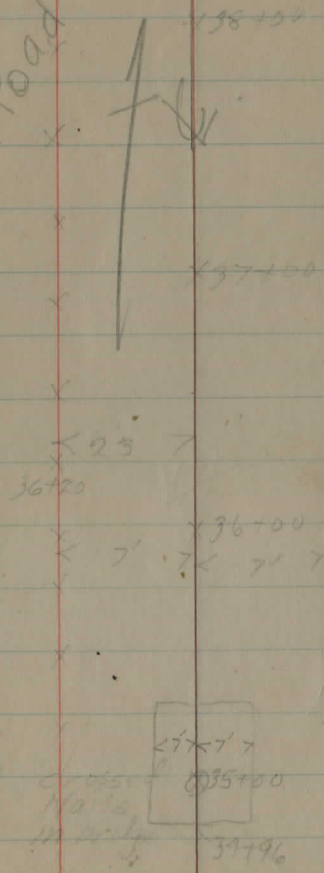
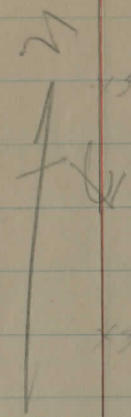


< 7' > < 7' >

X32+00

X37+00

Rock Haven
 Road



24' span
 14' wide
 steel bridge
 wood floor
 9\"/>

35+20
 begin cinders

< 7' > < 7' >

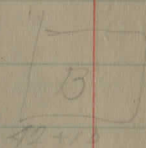
X34+00

43+75 End cinders

x49+00

43+10 ~~DRIVE~~

x49+00



x49+00



x41+00

41+05

DRIVE 40+48

< 23' >

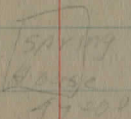
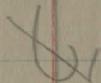
x40+00

x38+00

Rock Haven Road

x49+00

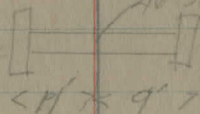
48+40



3' span 2' high
stone box
culvert in good
condition

x49+00

46+55



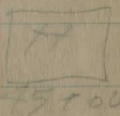
46+55 begin
cinders

x40+00

45+70
C O D O

< 22' >

x40+00

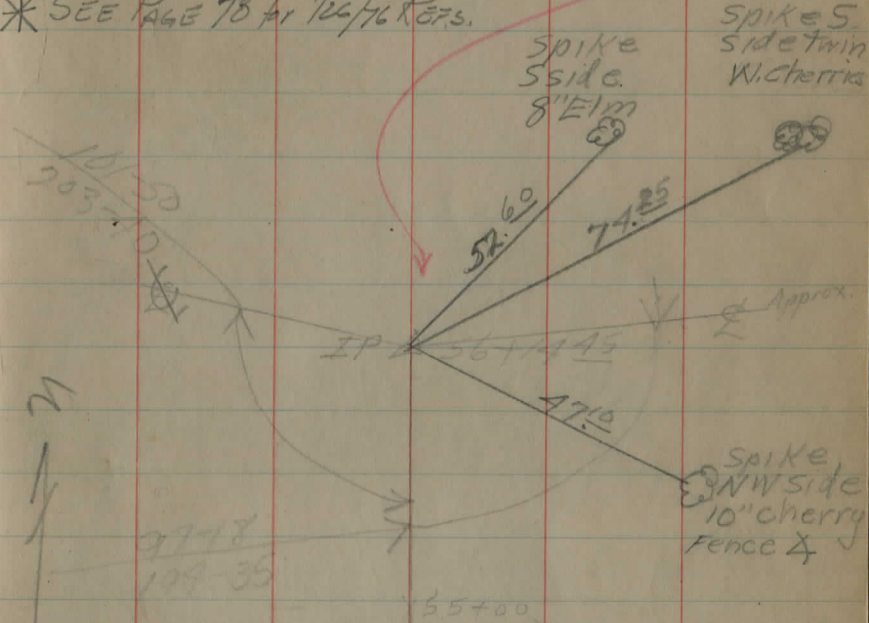


< 21' >

x49+00

See pasted in sheet
back of book

* SEE PAGE 78 for 1/26/76 Refs.



spike S side twin W. cherry

spike S side 8" Elm

spike N W side 10" cherry fence

Approx.

2748
 109-35
 55700
 5475
 34751
 53715

Obs N 9° E

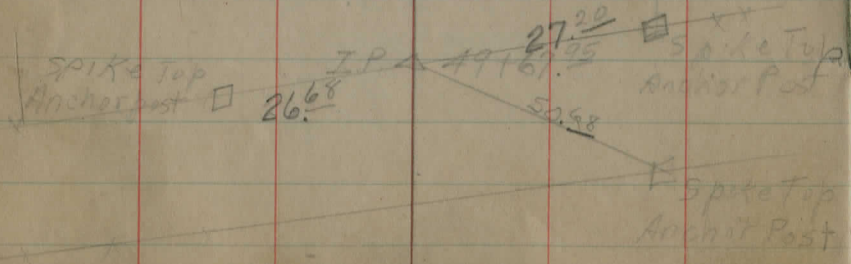
X 53100

X 52100

X 51100

X 50100

K 24



Spike Top Anchor Post

26.68

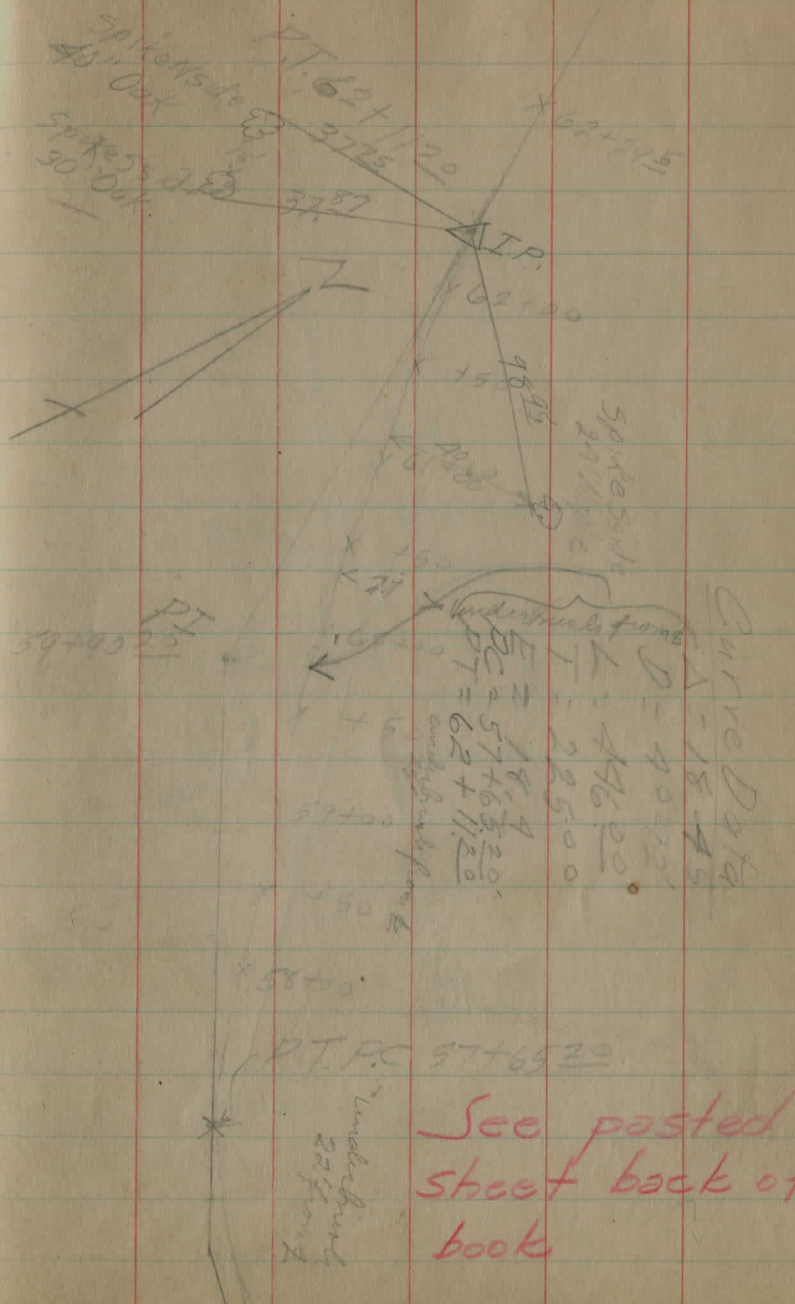
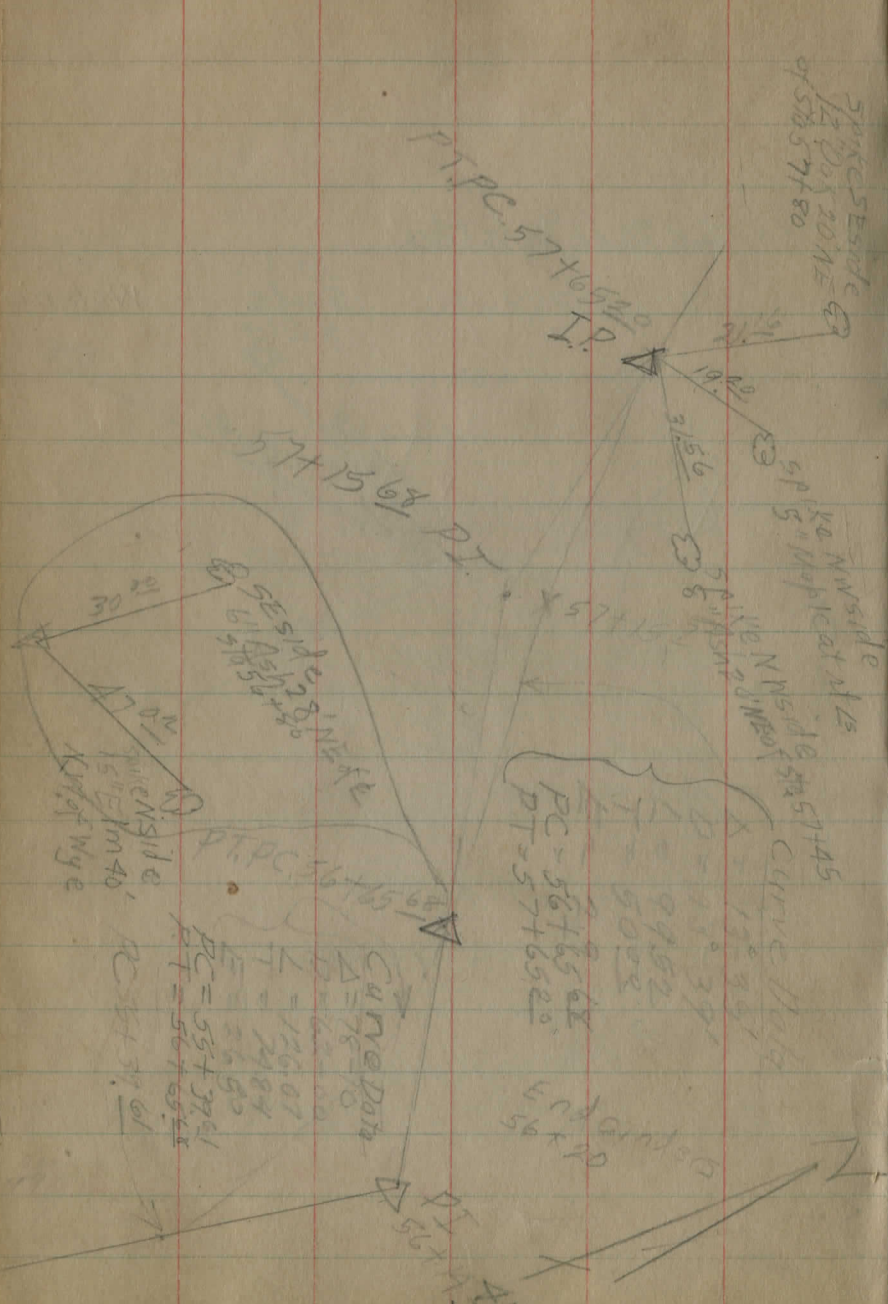
IP

27.20

Spike Top Anchor Post

Spike Top Anchor Post

X 49100



See pasted in
sheet back of
book

Curve Data
D = 18.48
R = 46.00
T = 28.500
E = 18.4
BC = 57+65.20
PT = 62+11.20

Curve Data
D = 19.39
R = 91.02
T = 50.00
E = 19.39
BC = 56+65.68
PT = 57+65.20

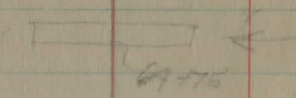
Curve Data
D = 7.6
R = 22.00
T = 126.61
E = 24.84
BC = 53+77.61
PT = 56+65.68

X67+00E

X66+20E

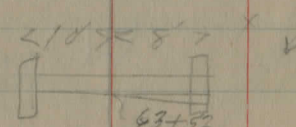
X65+59E
19' 65+30

broken down
boulder box
culvert



X64+12E

18" x 18"
stone box
culvert
in good
condition

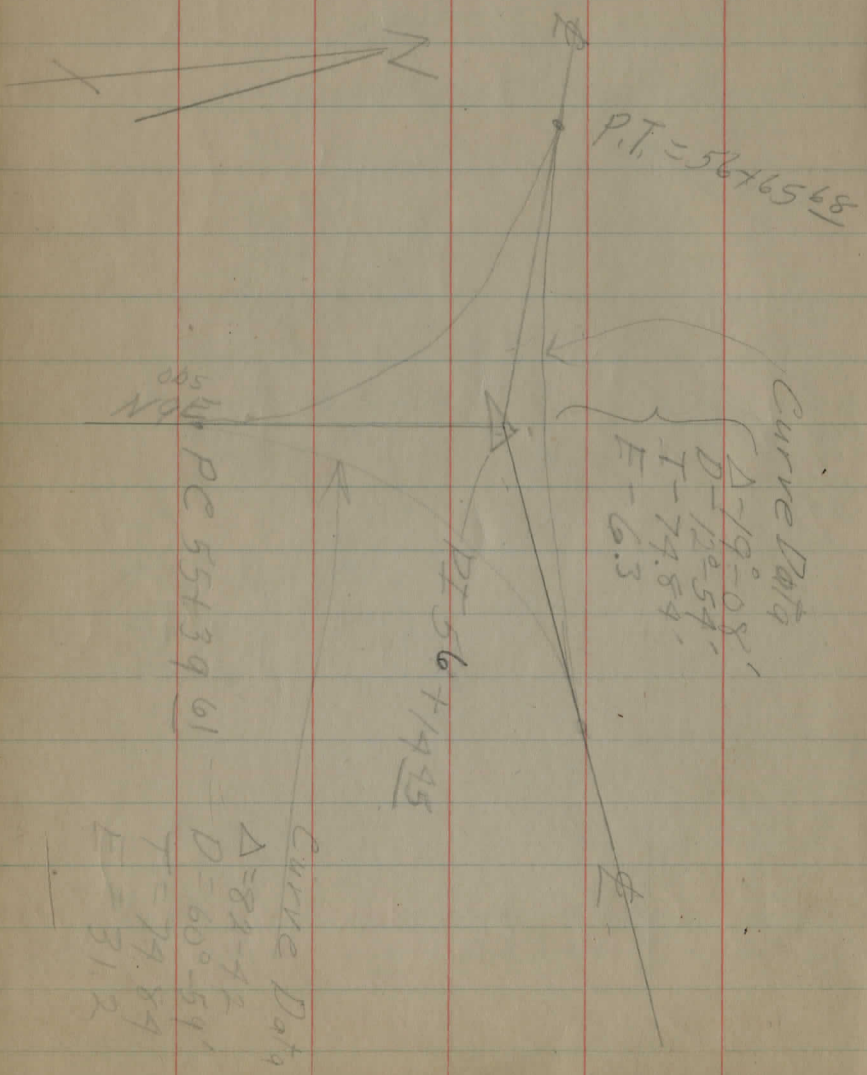


X63+52E

M/O - BSN

X62+59E

X62+29E



P.T. = 56+65.68

Curve Data

$\Delta = 19^{\circ} - 08'$
 $D = 120.54'$
 $T = 74.84'$
 $E = 6.3'$

PI 56+14.95

PC 55+39.61

Curve Data

$\Delta = 81^{\circ} - 41'$
 $D = 60.54'$
 $T = 74.84'$
 $E = 31.2'$

71+60.52 PI

Curve Data

$\Delta = 17-52$

$D = 7-02$

$L = 253.78$

$T = 127.94$

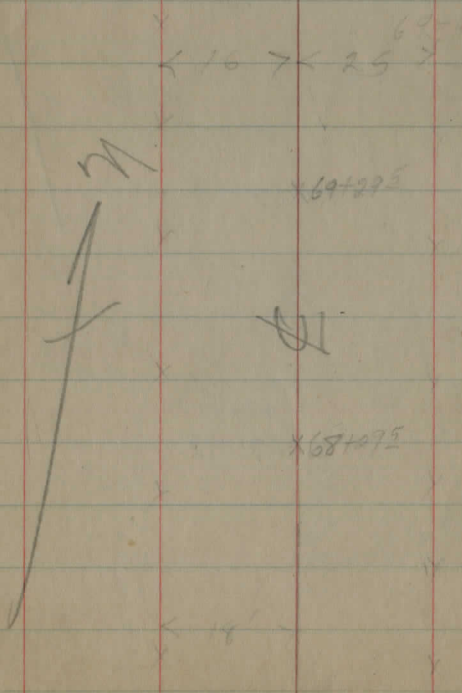
$E = 10.00$

$PC = 70+32.58$

$PT = 72+86.36$

162-08
327-15

PC 70+32.58



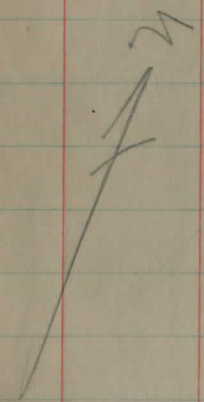
Rock Haven Road

X76+00

X75+00

~~X~~

X74+00



XPT.72+86.36

X72+00

X71+50

X71+00

X70+50

X70+00

X70+50

X70+00

Roof. nail S. side
18" ch.

71+60.52 @ 41.03

Spk S.
side 36"
Elm 3' up

I.P.Fd July '47
T. Root

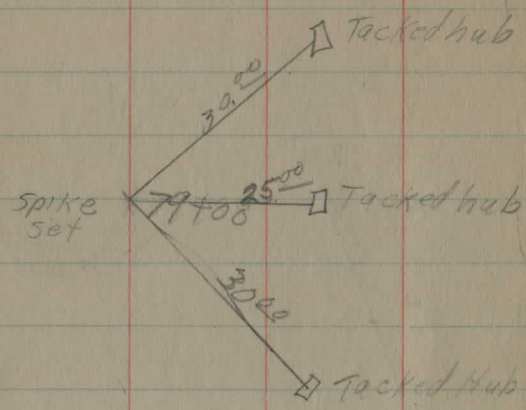
I pipe for 11-gage
M. Ferguson
R. F. L. C.
5'5" off E
1/2" shoulder

PC 70+32.58

X 81+00

OBS
N 61 W

X 80+00

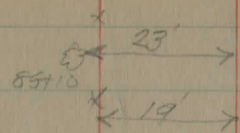
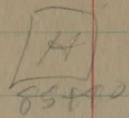


X 78+00

X 77+00

X 76+00

X 86+00



X 85+00

DRIVE 84+70

X 84+30

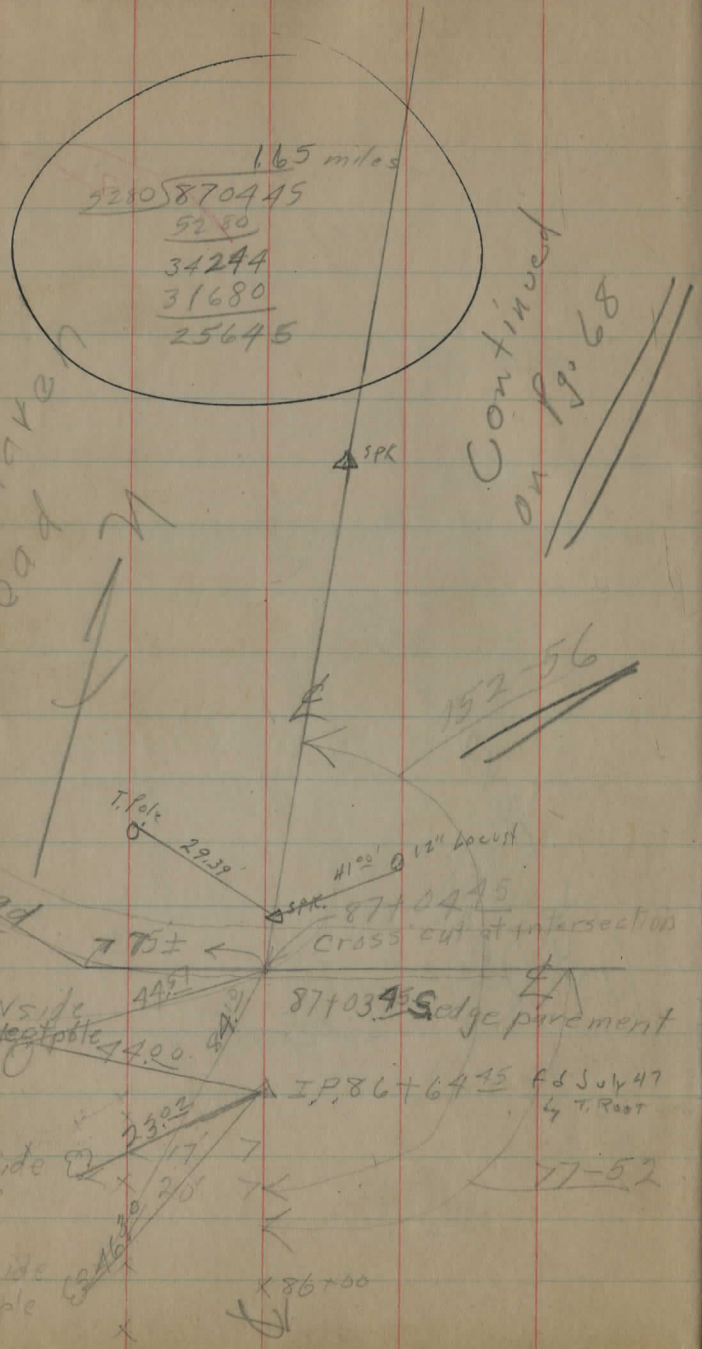
X 84+00

Rock Haven
Road

X 83+00

X 82+00

X 81+00



$87+03.25 =$ S. edge pavt on 322
 $56+14.25 =$ intersection at Wye Rd.
3089

$86+64.45$
 $79+00.45$
 $528 \overline{) 764.15}$
 $\underline{528}$
 2365
 $\underline{2112}$

$87+03.45$
 $86.64.25$
39.00

IP, 86+64.45 AS July 47
 4 T. Root

spike N side
 Illum. Elect pole 44.00
 $86+55$
 spike SE side
 8 Maple
 spike E side
 6 Maple

~~152.56~~

Continued on pg. 68

Rock Haven
 Rock Road
 Meadville Road

Elev's at Rock Haven Road at and Nth. of Cedar Rd (Munson Twp) HI SA Merritt FR. Z. 6/5/51

+4.15	104.15	100	Assumed
-4.6		99.55	
-5.95		98.2	
-1.62		102.5	
-9.12		95.0	
-12.62		91.5	
-7.2		96.95	
T.P. -4.19		99.95	
11.7		92.45	
15.2		88.95	
T.P. -4.19		99.96	
+5.57	105.53		
-7.95		97.6	
-7.75		97.8	
-1.65		103.9	
-10.43		95.1	
-14.4		91.1	
-16.3		89.2	
-10.2		95.3	
-16.5		89.0	
-18.5		87.0	

Spk. 5 E root 24" Elm W side Rock Haven Rd @ N side Cedar Rd
 @ Rock Haven Rd @ Cedar Rd.
 @ Cedar Rd @ 300ft E of @ Rock Haven
 Bridge floor on Cedar 400 ft E of @ Rock Haven
 Top water " " " " " " " "
 Bot. channel " " " " " " " "
 @ Rock Haven Rd @ 410 ft N of @ Cedar
 Bridge floor on Rock Haven @ 510 N of @ Cedar
 Top water " " " " " " " "
 Bot " " " " " " " "
 @ Rock Haven 610 N. of Cedar
 @ " " 710 " " "
 @ " " 1060 " " "
 Bidge^{floor} @ " 3065 " " "
 Top water " " 3065 " " "
 Bot " 3065 " " "
 Bidge^{floor} @ " 3500 " " "
 Top water " " " " "
 Bot. " " " " "

June 1992

Richard
Daitch

T.H. 62 Hambden Montville Twp Line
± Location 1

Note: sidestakes are set 30' from ±

Sta 0+09 = Edge of prt.

Sta 0+00 Beginning of Imp

Sta 0+06.25 = Iron pipe found

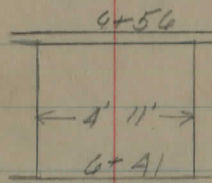
Spike
Set

Rd North of Route 85

10" Cor. I.P.
in poor Cond.
Fl. Lt. ←

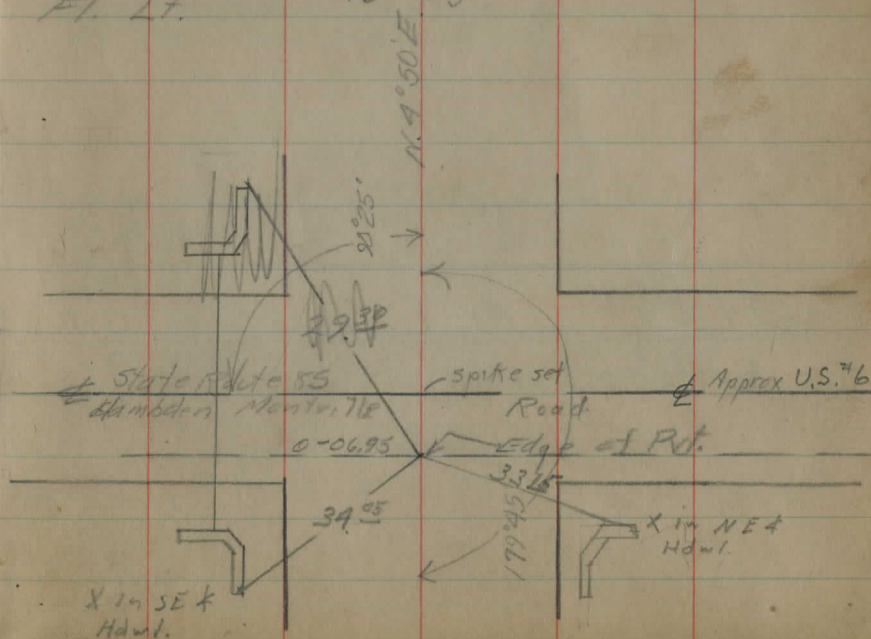
19+82
3' 11"

Wood Bridge plank
Floor Woodstringers
Stone walls
Flow



8" Cor. I.P. in
poor condition
Fl. Lt. ←

0+83
3' 0"



Note: Midpoint of road located for maintenance purposes at Sta 30+72

10" concrete pipe culvert. Good cond. Fl. Rt. into 6" farm drain tile
49+33
4' 10' → 14' → 6" farm drain tile

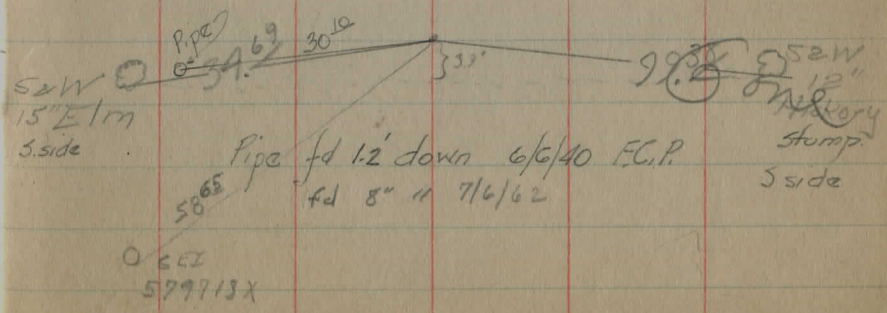
10" concrete pipe culvert. Pipe in good cond. but needs to be relaid. Fl. Rt.
47+29
6' 10' →

10" Con. I. Pipe. Fair Condition Fl. Rt.
38+32
4' 12' →

Wooden culvert. No good. Fl. Rt.
32+51
9' 6' →

Sta 25+90¹⁸ POT Pipe Set

Note = POT is 39' North of line between references

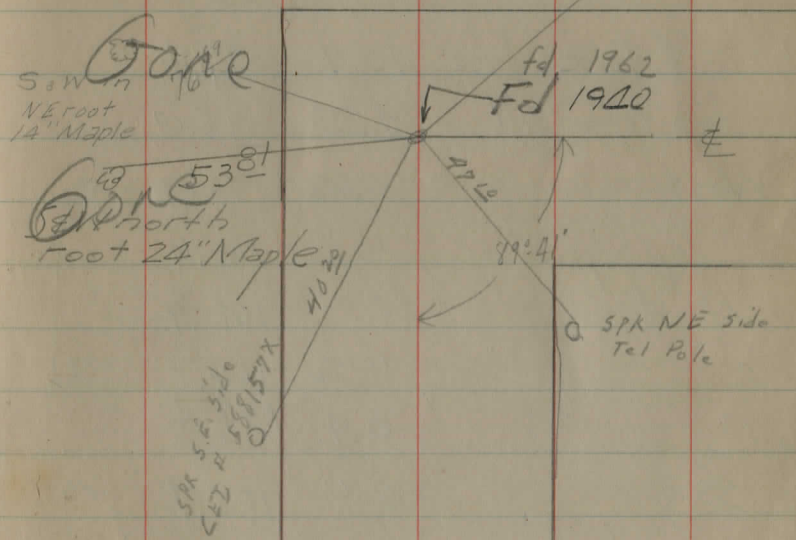


1.164 miles

5280		6195
		5280
		8650
		5280
		33700
		31680
		20200

Sta 61+45.00 End of Project

Iron Pipe Set



10/9/46

BRIDGE ± 650 Nly on Mont-

Span = 11.4

$7.6 \times 11.4 = 86.64 \text{ sq ft}$

Length = 16

ht = ± 7.60

cross (parallel to E)
top timber mud sills
to bottom stringers

BM 8.32 108.32 100.00

0-40 = E fence line 10.9 97.4

0+0 = top W mud sill 13.25 95.07

T.P. West 11.62 96.70

0+0 top brge floor 4.7 103.6

140 N E rd 5.5 102.9

210 N " 4.2 104.1

310 N " 0.9 ^{12 up} 107.4

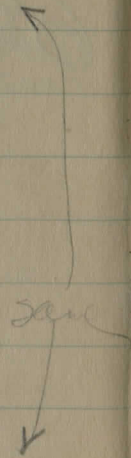
1+0 S " 2.4 105.7

2+0 S +1.5 109.8

T.P. 605 102.75 96.70

0+30 deep hole 9.0 93.75

1+0 6.0 96.75



Hamb. Twp line from GAR Hwy

0+0 along rd = ± bridge

0+0 " channel = W face of W abut.

Spk NW 100 ± 20' Elm ± 25' NE of bridge

S ch N

$\frac{99.15}{3.6} = 12'$

6.0

$\frac{99.85}{2.9} = 18'$

240

102.75 4.8 97.95

340

X channel SWly

440

4450

T.P. 4.83 102.30 5.28 97.47

5408

deep old ch

5460

640

6420

Main ch? 94.3

B.M.

3.71 98.59

53

⁵
99.25
3.5

1098.15
4.6

14

98.05

100 higher

95.95
6.8

40

old ch

97.6
4.7

6^{ch}
97.75

5.5 4.8

↳ By's ch

97.05
5.7

97.05

5.7

97.25
5.595.4
6.995.1
7.295.6
6.794.3
8.0^N
99.45
3.3

1098.25
4.5

10

97.55

5 Higher

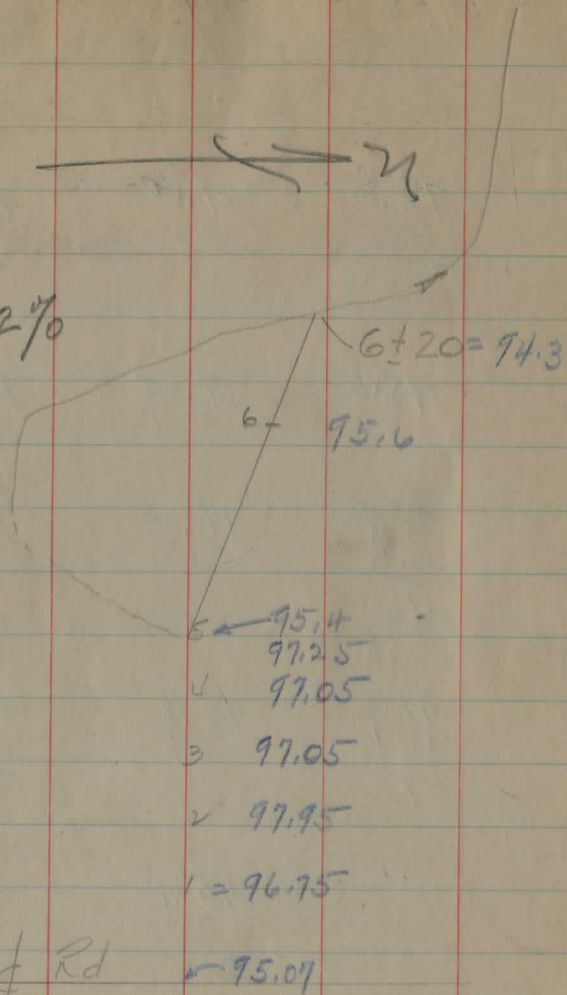
96.25
6.5

4097.6
4.7

15

Spk H root 24" Ash Sof. ch. 5+25

$$\begin{array}{r} 95.07 \\ 94.3 \\ \hline 620 \overline{) 0.77} \quad (0.12\%) \\ \underline{620} \\ 150 \end{array}$$



10/20/47 Same as pg. 52
I

$$+6.18 \quad 106.18 \quad 100 = 5 \text{ p.k. NW root } 20''$$

$$-6.18 \quad 100.0 = 100' \text{ N E edge}$$

$$-8.9 \quad 97.3 = 150' \text{ E of edge}$$

old channel

Winchell
Moore
Rahal
7/5/65

Profile Travelled & Rock Haven Rd
From Wye Rd to SR322

	+	HI	-	Elev
B.M. # 1	5.36	105.36		100.00
0+00			7.5	
1+00			6.9	
2+0			6.2	
3+0			6.9	
4+0			7.4	
5+0			7.7	
6+0			8.2	
T.P. # 1	2.02	100.98	6.90	98.46
7+0			4.8	
7+61 ⁶			4.9	
7+61			8.26	
7+61			7.91	
8+0			5+0	
8+70 ³			4.8	
+70 ³			8.13	
+70 ³			7.16	

SR 322

± £ Culvert 24" Concrete
S Flowline 24" Concrete
N Flowline " "

± £ Culvert 12" Concrete
S Flowline
N Flowline

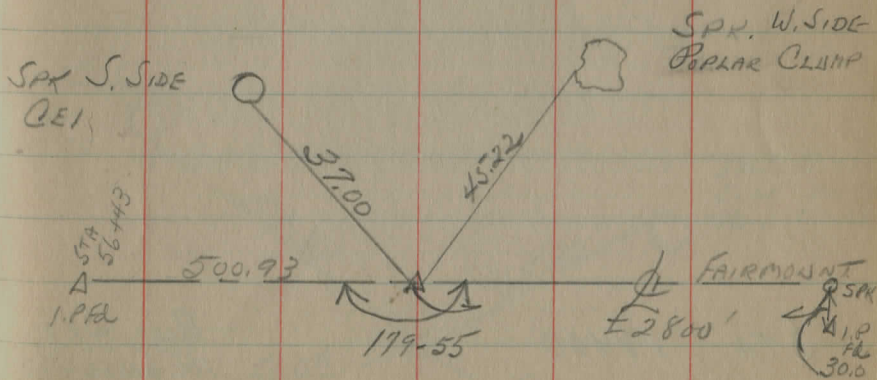
COLVIN
D. TRASK
KINGSTON

ROCK HAVEN RD. SEC A

0+00

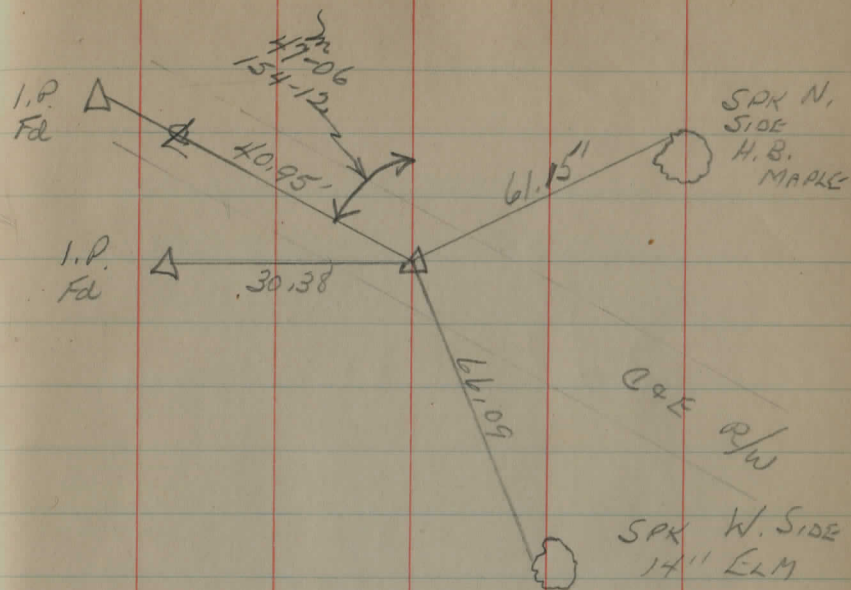
FAIRMOUNT RD

I.P. Pd
8-14-57
6-14-58



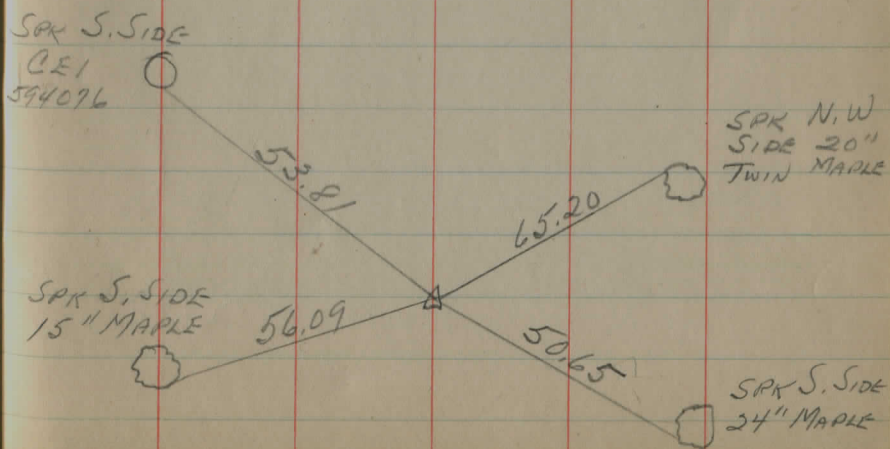
STA 27+39²⁰

I.P. SET
6-21-58



STA 18400

BOLT SET
IN SOLID ROCK
6-21-58



Winchell
Moore
Rehal
8/5/65

Profile Traveled $\#$ Rockhaver Rd
from Wye Rd to SR 322

	(4.66)	(104.66)		(100.00)
B.M. # 1	5.36	105.36	-16.7	100.00
0+0			7.5	98.0
			-(6.2)	
1+0			6.9	98.5
			-(5.5)	
2+0			6.2	99.2
			-(6.2)	
3+0			6.9	98.5
			-(6.7)	
4+0			7.7	98.0
			-(6.9)	
5+0			7.7	97.8
			-(7.5)	
6+0			8.2	97.2
	(1.16)	(100.27)	-(5.95)	(99.11)
T.P. # 1	2.02	100.48	6.90	98.46
			-(4.7)	
7+0			4.8	95.7
			-(4.9)	
7+61°			4.9	95.6
			-(8.04)	
7+61°			8.26	92.2
			-(7.74)	(92.53)
7+61°			7.91	92.6
			-(4.8)	
8+0			5.0	95.5
			-(4.7)	
8+70 ³			4.8	95.7
			-(6.89)	
+70 ³			8.13	92.3
			-(6.96)	93.31
+70 ³			7.16	93.3

See Pg
04

S.P.K. N Side CEI# 571280

Intersection Wye Rd $\&$ Rockhaver Rd

\pm Φ 24" Concrete Culvert

(W) S Flowline outlet

(E) N Flowline inlet

\pm Φ 12" Concrete Culvert

(W) S Flowline outlet

(E) N Flowline inlet

(100.27)

100.98

(4.5)

9+0			4.0	96.5
			-(3.8)	
10+0			2.6	97.9
			-(2.4)	
11+0			1.4	99.1
			-(3.07)	(97.20)
TP#2	7.02	105.66	1.84	98.64
			(1.3)	
12+0			5.7	100.0
			(6.4)	
13+0			4.4	101.3
			(5.2)	
14+0			4.6	101.1
			-(5.3)	
15+0			4.2	101.5
			-(4.9)	
16+0			2.1	103.6
			(3.78)	102.67
BM#2			3.02	102.64
			(2.95)	103.50
TP#3	10.81	114.28	2.19	103.47
17+0			7.3	106.0
18+0			4.3	110.0
19+0			2.5	111.8
20+0			0.7	113.6
TP#4	5.00	118.50	0.78	113.50
21+0			3.9	114.0
22+0			3.5	115.0

SPK SWside CEJ #571271 + STA 15+15

118.50

23+0			4.7	113.8
24+0			8.5	110.0
TP#5	0.48	107.23	11.25	107.25
25+0			1.6	106.1
26+0			4.9	102.8
27+0			8.1	99.6
TP#6	0.88	96.69	11.92	95.81
28+0			1.6	95.1
29+0			6.0	90.7
30+0			8.5	88.2
30+14			9.0	87.7
BM#3			5.28	91.47
TP#7	11.61	107.71	0.59	96.10
TP#8	10.01	116.53	1.19	106.52
TP#9	2.13	115.91	2.75	113.78
TP#10	0.59	105.59	10.91	105.00
BM#2			3.31	102.28
TP#11	3.04	103.25	5.38	100.21
TP#12	4.68	99.95	7.98	95.27

+ Traveled 2 SR 322

+ Sta 28+87 SPK W side CEI# 74688

99.95

TP#13 5.25 102.54 2.66 97.29

BM#1 2.90 99.64

Winchell
Moore I
Rahal T

8/20/65

B.M.'s Rockhaven Rd
from Wye Rd. to SR 322

63

	+	HZ	-	Fied
BM#1	4.28	104.28		100.00
TP#1	2.67	100.38	6.57	97.71
TP#2	2.66	100.38	6.56	97.72
TP#3	6.03	101.69	4.72	95.66
TP#4	6.86	101.69	5.55	94.83
TP#5	5.36	106.03	1.02	100.67
TP#6	5.24	106.03	0.90	100.79
BM#2			3.37	102.66
TP#7	10.64	115.18	1.49	104.54
TP#8	10.02	115.18	0.87	104.16
TP#9	4.91	118.97	1.12	114.06
TP#10	4.58	118.97	0.79	114.39
BM#3			2.57	116.40
TP#11	0.04	108.98	10.03	108.94
TP#12	1.05	108.98	11.04	108.93
BM#4			3.22	105.76
TP#13	0.90	101.13	8.75	100.23
TP#14	2.39	101.13	10.24	98.74
BM#5			9.70	91.43

SPK N side CEI# 571280

SPK SW side CEI# 571271 ± STA 16+15

SPK W side CEI# 571268 ± STA 21+50

SPK W side CEI# 74690 ± STA 26+57

SPK W side CEI# 74688 ± STA 29+87

Winchell □
Moore 1
Rahal K

8/23/65

Profile Traveled & Rock Haven
Rd. From Wye Rd to SR322

BM #1	3.52	103.52		100.00
0+0			5.6	97.9
1+0			5.0	98.5
2+0			4.3	99.2
3+0			5.0	98.5
4+0			5.5	98.0
5+0			5.8	97.7
6+0			6.3	97.2
TP #1	2.82	99.66	6.68	96.84
7+0			4.1	95.6
7+61°			8.13	91.53
7+61°			8.25	91.41
7+61°			4.2	95.5
8+0			4.2	95.5
9+0			3.9	95.8
10+0			3.2	96.6
11+0			1.8	97.9
TP #2	7.38	105.09	1.95	97.71

SPK N Side CEI # 571280 ± Sta 0+87

Inlet 24" Concrete Culvert (NE end)
Outlet (SW end)
& Roadway

105.09

12+0			5.96	99.13
13+0			5.05	100.04
14+0			3.85	101.24
15+0			3.97	101.12
15+27			6.88	98.21
15+27			7.62	97.47
15+27			4.09	101.00
16+0			3.58	101.51
16+50			2.68	102.41
17+0			1.51	103.58
BM#2	10.56	113.22	2.43	102.66
18+0			6.14	107.08
19+0			3.22	110.00
20+0			1.34	111.88
TP#3	6.64	119.47	0.39	112.83
21+0			5.90	113.57
BM#3			3.08	116.39
22+0			4.88	114.59
23+0			4.53	114.94

CK 0.00
OK

CK 0.01
OK

inlet (NE) 14" Concrete
outlet (sw) 12" Concrete
♀ Roadway

119.47

24+0 5.65 113.82

25+0 9.39 110.08

TP#4 0.79 108.34 11.92 107.55

26+0 2.19 106.15

27+0 5.43 102.91

28+0 8.60 99.74

BM#4 2.59 105.75 ^{ok 0.01}
_{OK}

TP#5 1.33 98.19 11.48 96.86

29+0 2.99 95.20

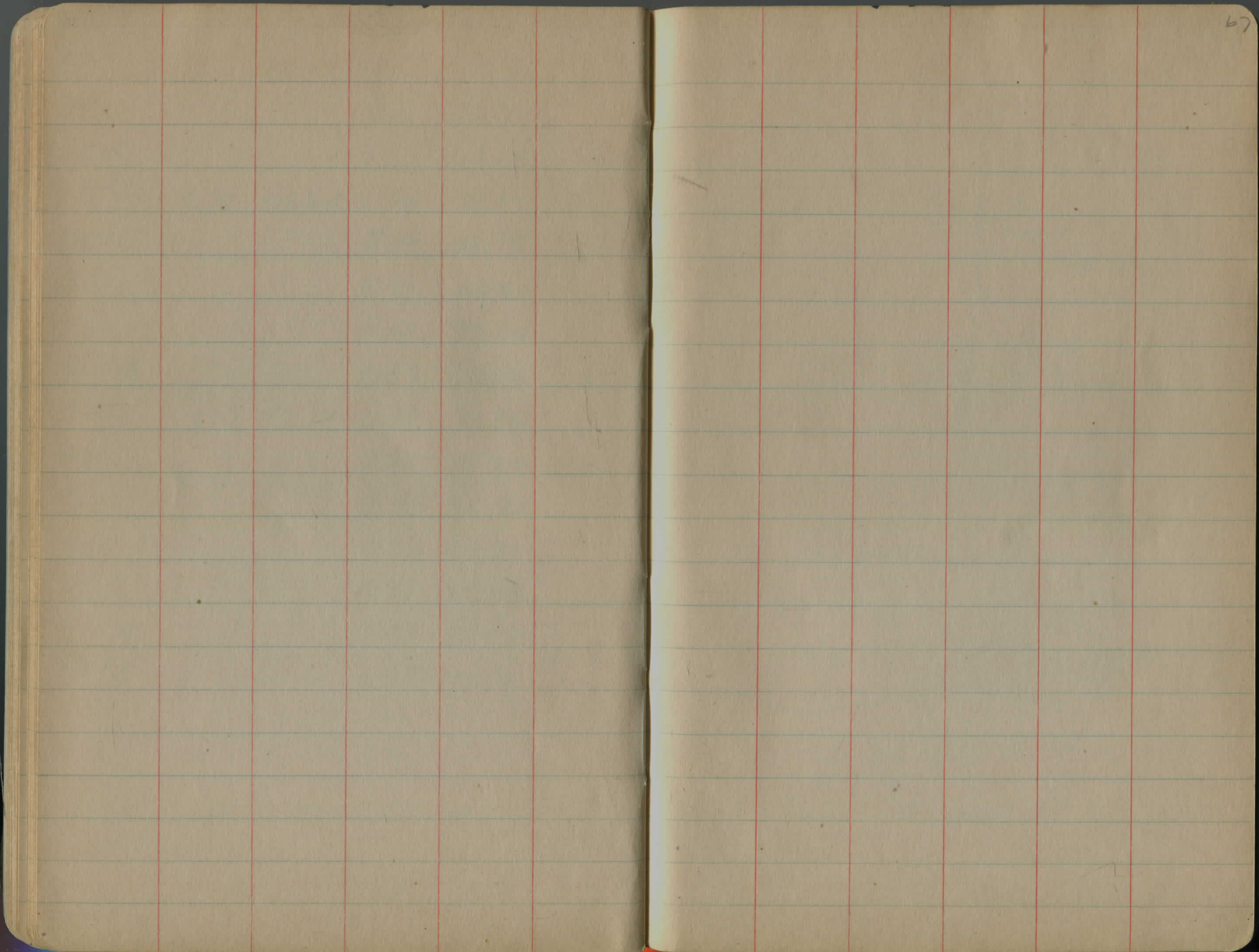
30+0 7.49 90.70

30+75 9.28 88.91

31+0 10.01 88.18

31+14 10.44 87.75

BM#5 6.77 92.42 ^{ok 0.01}
_{OK}

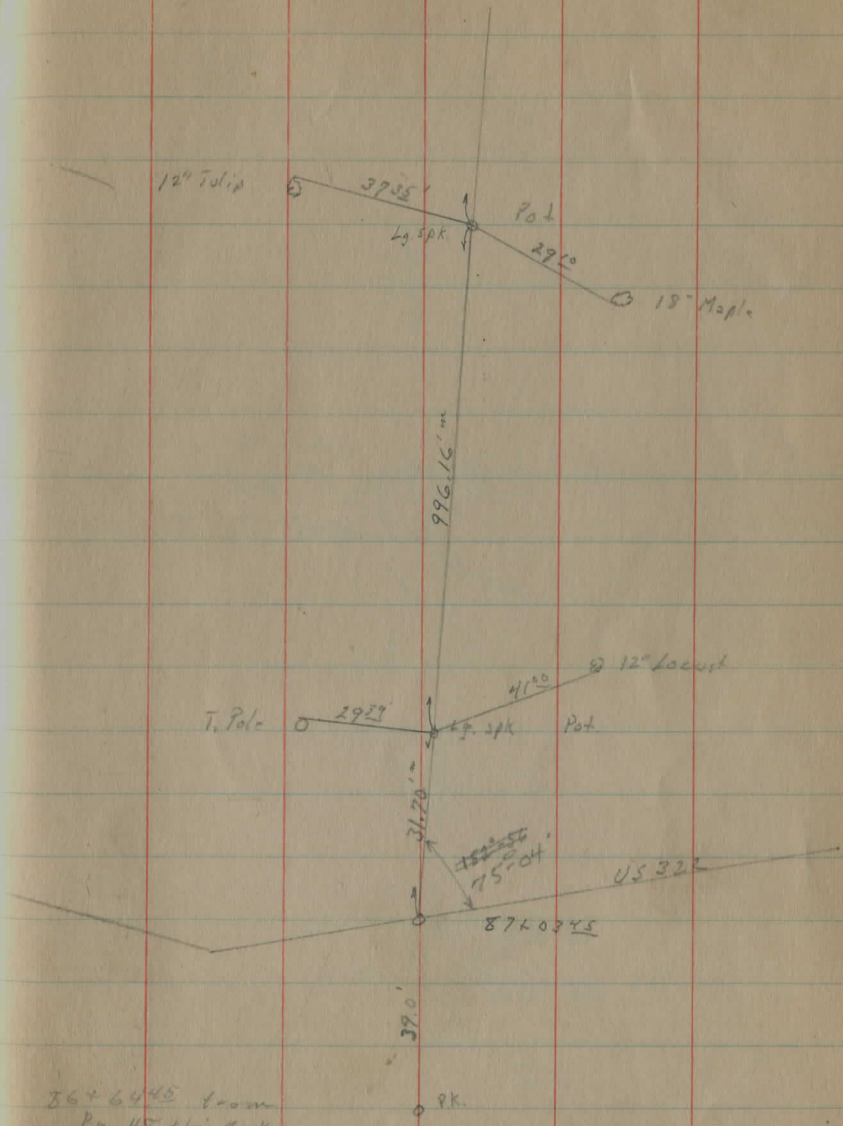


H. Pottersson
D. Wenzel
P. King

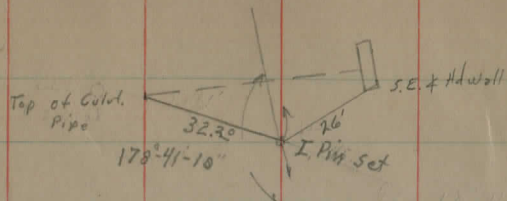
Rockhaven Road

7-23-23

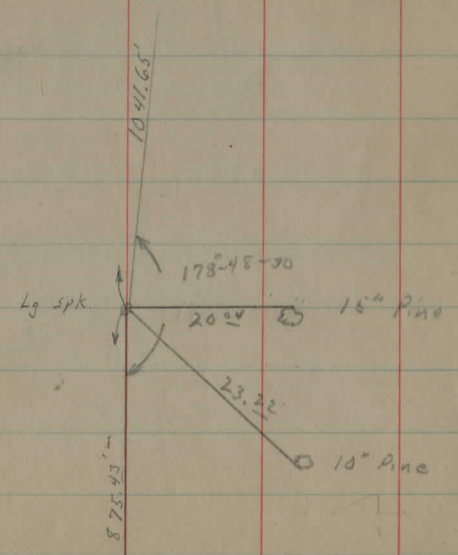
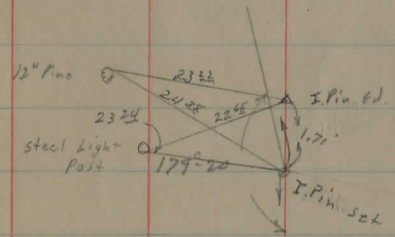
996.16
31.70
1027.86
475.47
1503.33
196.71

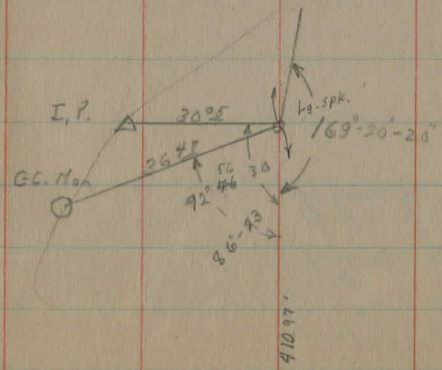
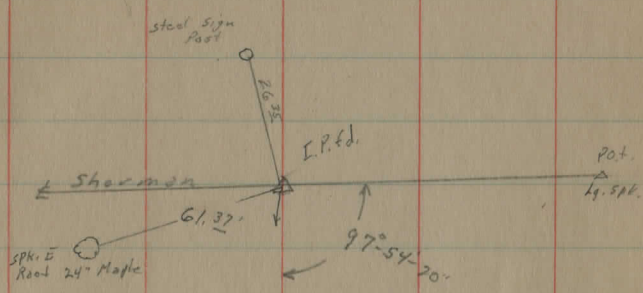


86 + 6445 from
Pg. 48 of this Book



990.70
I.P. Set
189.75

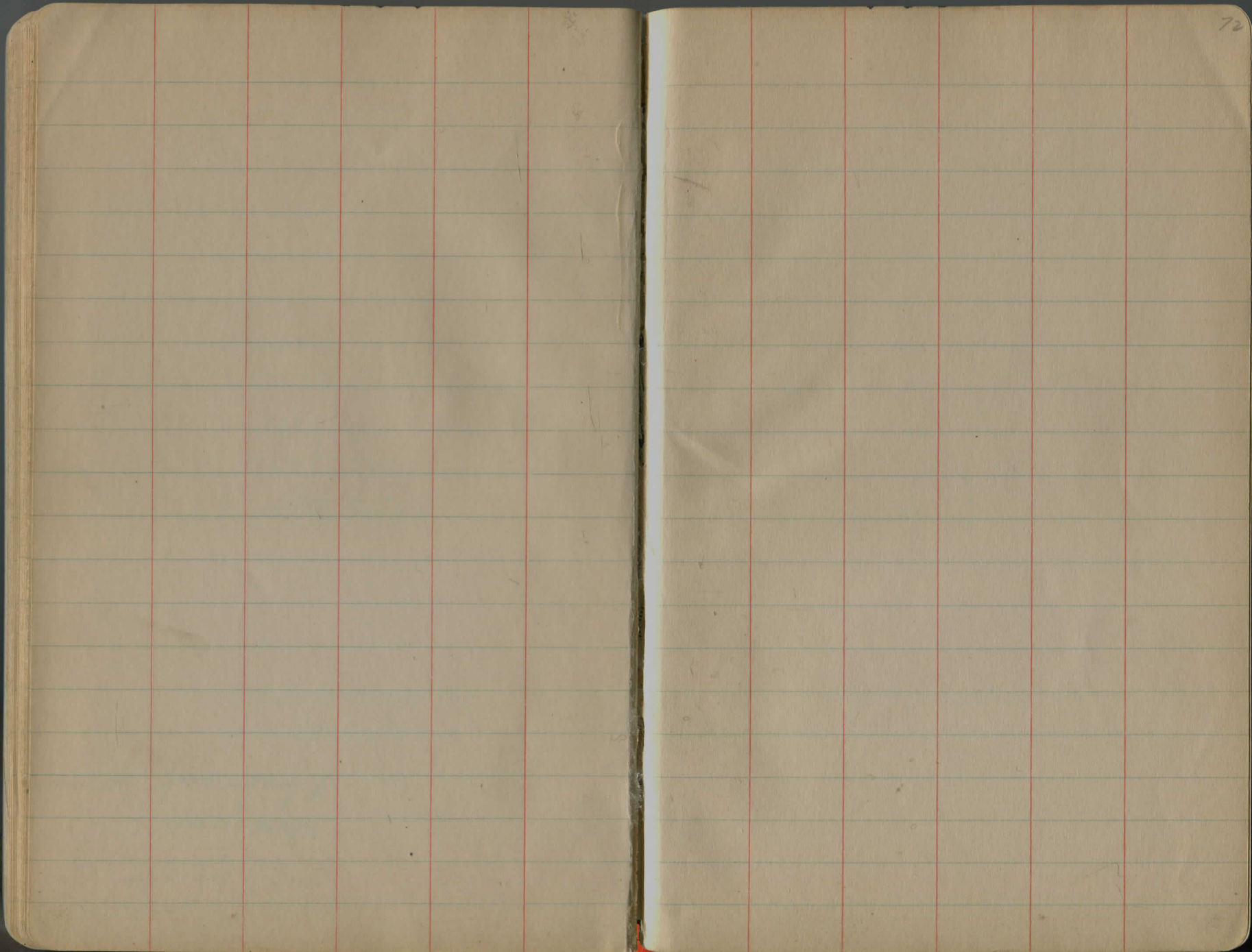


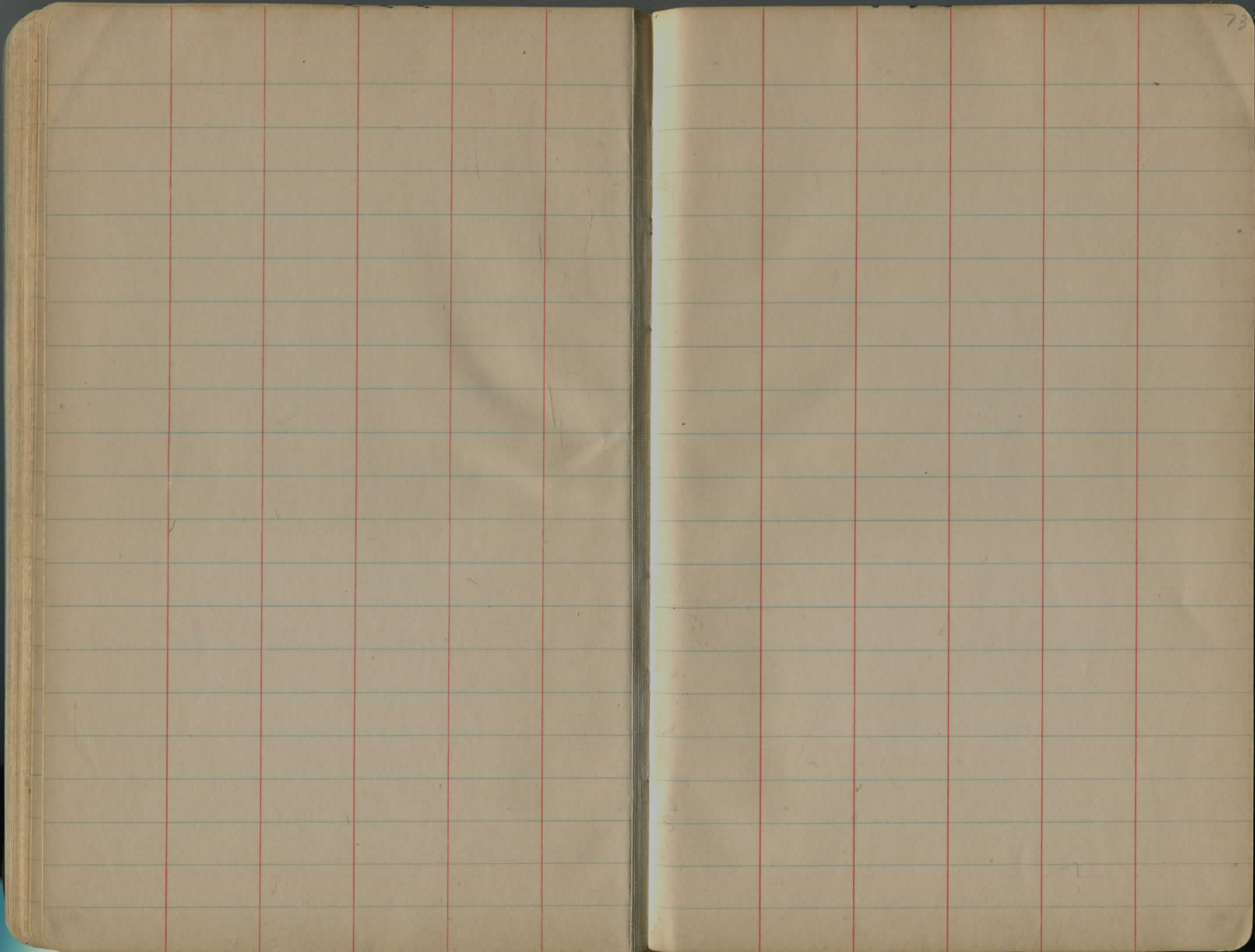


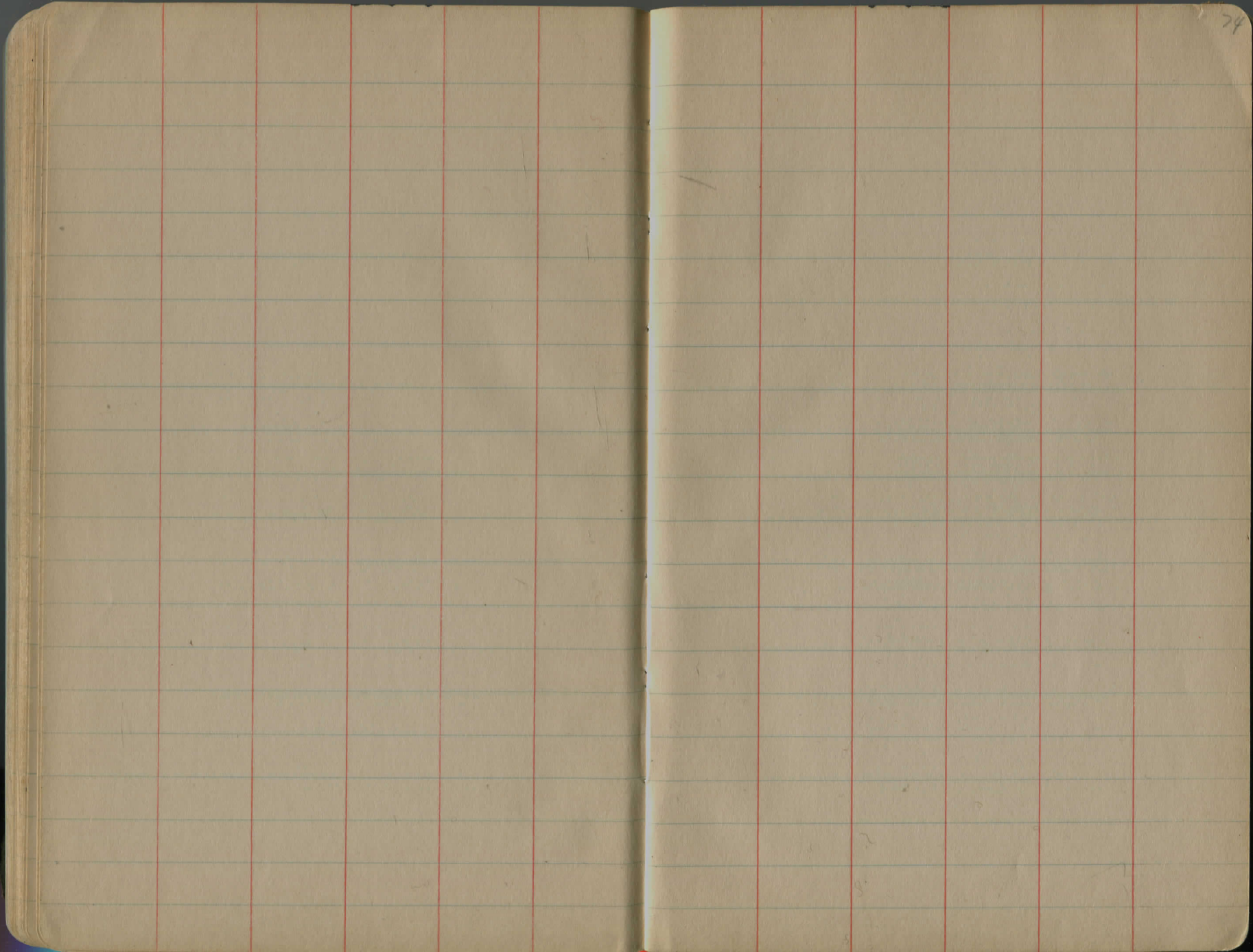
1013.7

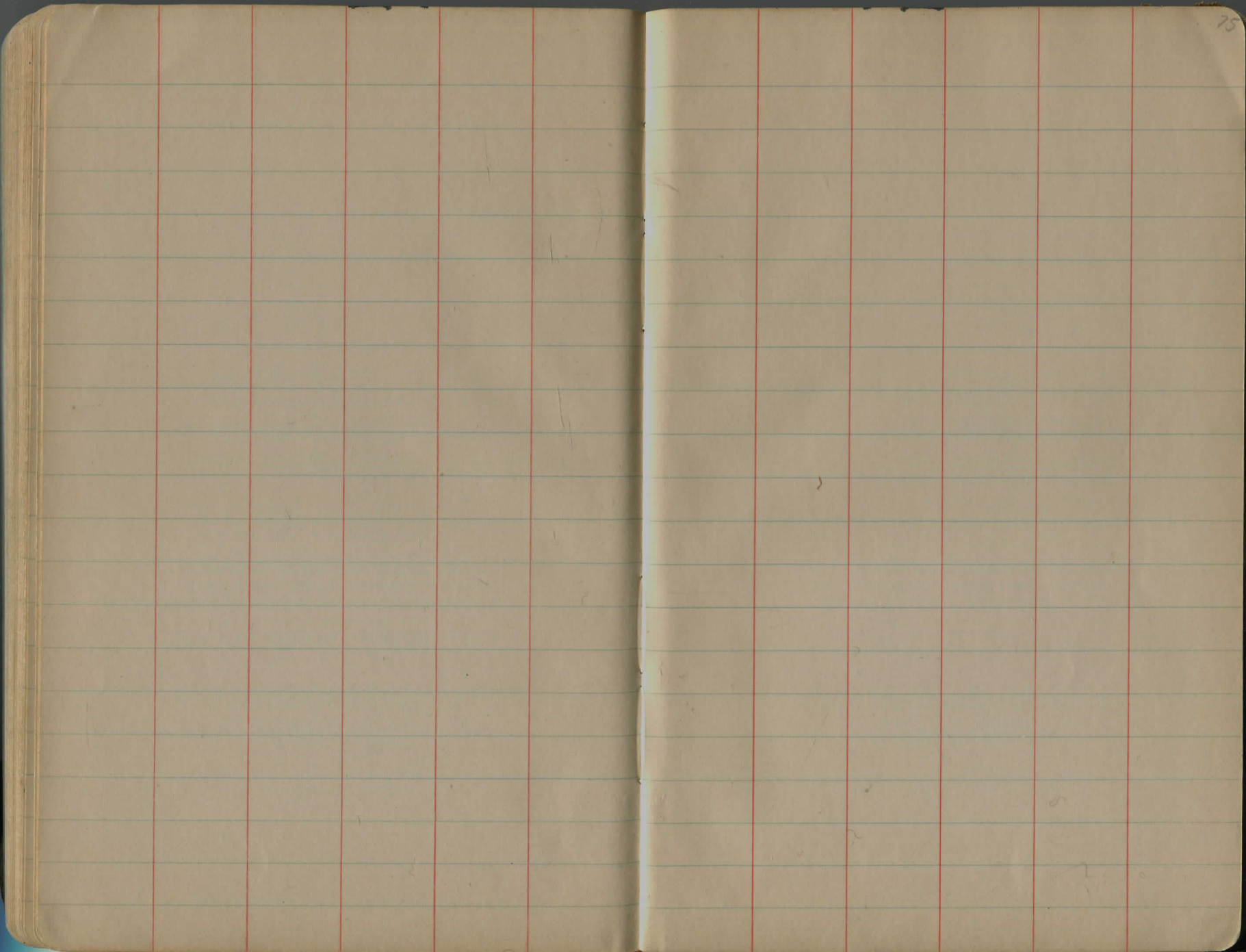
1013.75'
(1013.4) TKA

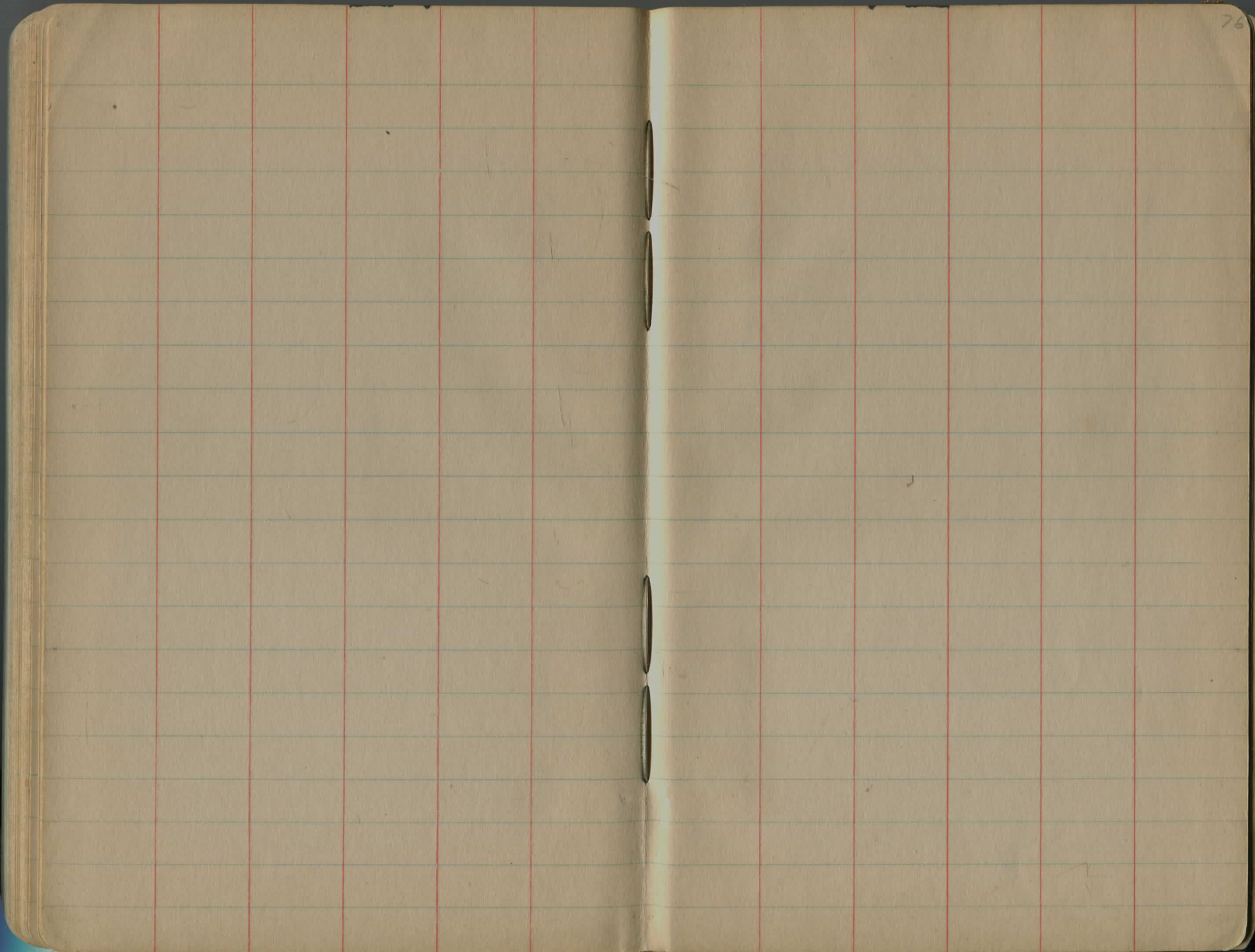
1 1/2" pipe line +
cut to 42 1/2 ft. 2 in.
show ground.
7 line and measure

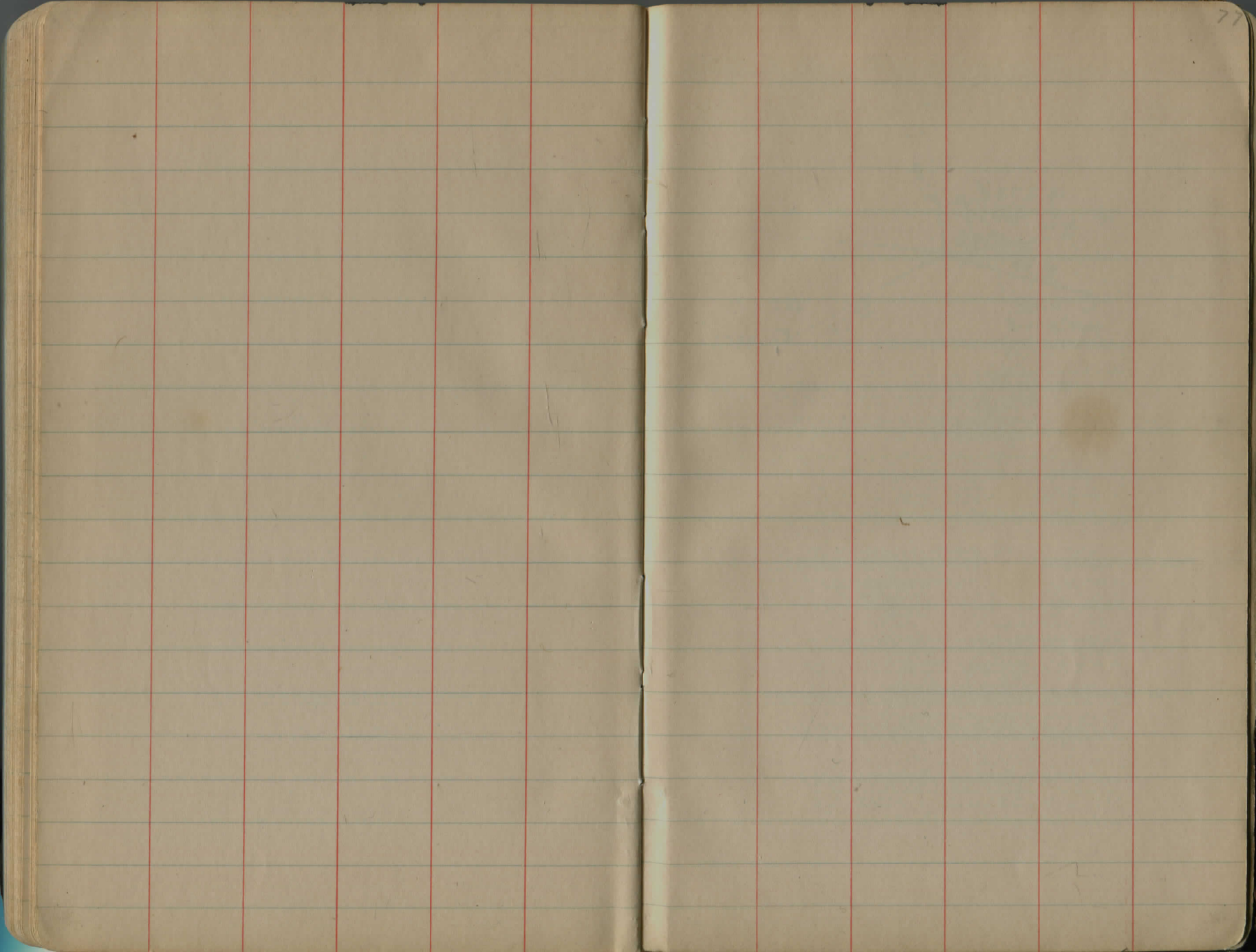












SPK. E side (2nd up)
14" MAP

4025

5/8 I.P. 5" dia.
R=Ref. Wye Ed.
7/26/76

Spk S.S. 06
C61
571280

92 AS

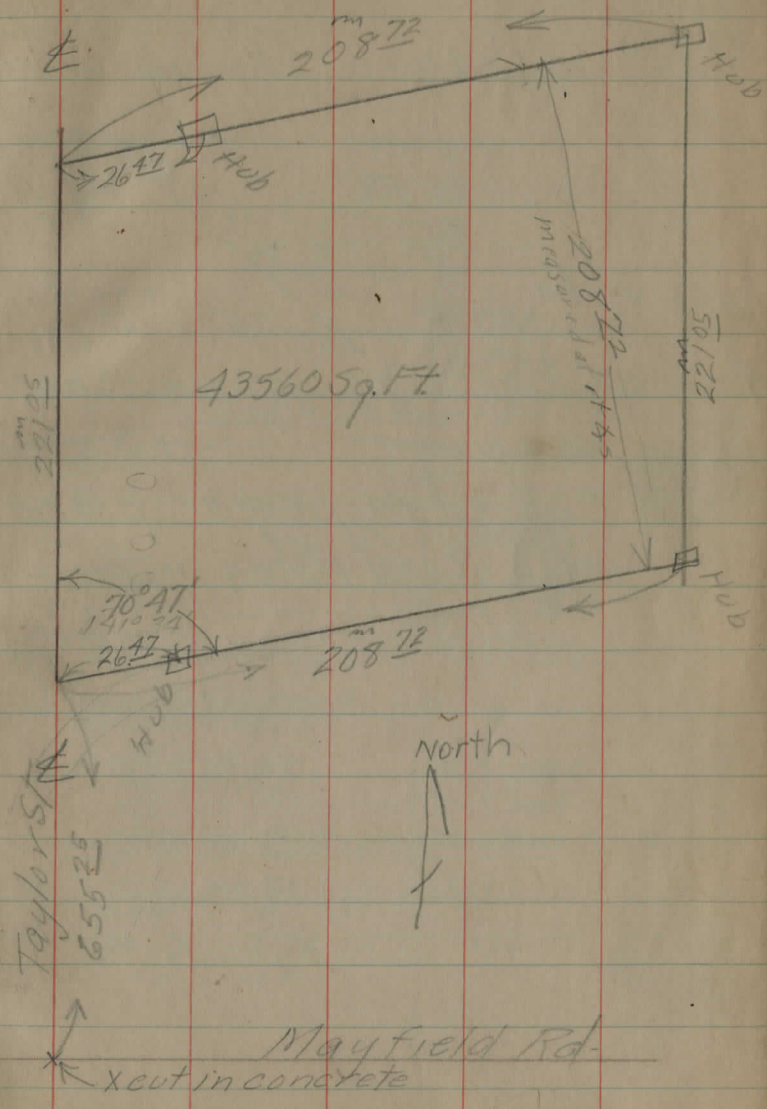
50 82

Spk N 03
5.00 16" MAP

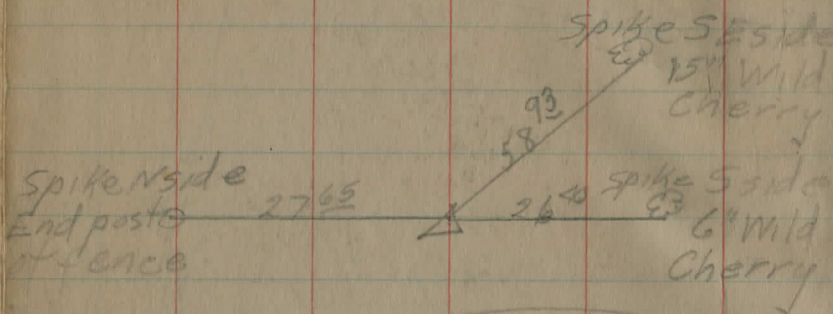


6/9/28 Richey Parks
Whiskin Spohn 71

Survey for Kellogg's School House



References to Iron pipe
on Taylor road at trap line
between Claidon & Humber traps



Copied in proper place
with Road Notes in this book

168-55
25-80
179-56
359-51
169-20-30
338-41
179-55-30
148-01
3) 508
169 20-20 18.50

360
359-45
4) 719-45-00
179-56-15
90-01-
180-03
270-05
4) 360-07
- 90-01-45
- 00-20

5280
2640
7920
15840
2) 179-59
89-59-30
1284
15800
14516
10560
3956

178-41-30
359-22 +
376
3) 336
178
03-34 FUNEM
41-15 VFEM
178-17-26 FUNEX
1-18-50 SVFX
179 36-40 OKMNX
0-23-40

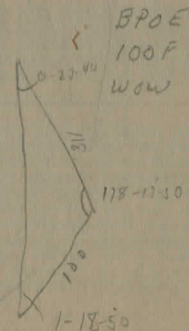


TABLE IX.—CALCULATION OF EARTHWORK.

Width	HEIGHT														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	.02	.04	.06	.07	.09	.11	.13	.15	.17	.18	.20	.22	.24	.26	.28
2	.04	.07	.11	.15	.18	.22	.26	.30	.33	.37	.41	.44	.48	.52	.56
3	.06	.11	.17	.22	.28	.33	.39	.44	.50	.56	.61	.67	.72	.78	.83
4	.07	.15	.22	.30	.37	.44	.52	.59	.67	.74	.81	.89	.96	1.04	1.11
5	.09	.19	.28	.37	.46	.56	.65	.74	.83	.93	1.02	1.11	1.20	1.30	1.39
6	.11	.22	.33	.44	.56	.67	.78	.89	1.00	1.11	1.23	1.33	1.44	1.55	1.67
7	.13	.26	.39	.52	.65	.78	.91	1.04	1.16	1.30	1.42	1.55	1.68	1.81	1.94
8	.15	.30	.44	.59	.74	.89	1.04	1.19	1.33	1.48	1.63	1.78	1.92	2.08	2.22
9	.17	.33	.50	.67	.83	1.00	1.17	1.33	1.50	1.67	1.83	2.00	2.17	2.33	2.50
10	.18	.37	.56	.74	.93	1.11	1.30	1.48	1.67	1.85	2.04	2.22	2.41	2.59	2.78
11	.20	.41	.61	.82	1.02	1.22	1.43	1.63	1.83	2.04	2.24	2.44	2.65	2.85	3.06
12	.22	.44	.67	.89	1.11	1.33	1.56	1.78	2.00	2.22	2.44	2.67	2.89	3.11	3.33
13	.24	.48	.72	.96	1.20	1.44	1.68	1.92	2.16	2.41	2.65	2.89	3.13	3.37	3.61
14	.26	.52	.78	1.04	1.30	1.55	1.81	2.08	2.33	2.59	2.85	3.11	3.37	3.63	3.89
15	.28	.56	.83	1.11	1.39	1.67	1.94	2.22	2.50	2.78	3.06	3.33	3.61	3.89	4.17
16	.30	.59	.89	1.18	1.48	1.78	2.07	2.37	2.67	2.96	3.26	3.56	3.85	4.15	4.44
17	.31	.63	.94	1.26	1.57	1.89	2.20	2.52	2.83	3.15	3.46	3.78	4.09	4.41	4.72
18	.33	.67	1.00	1.33	1.67	2.00	2.33	2.67	3.00	3.33	3.67	4.00	4.33	4.67	5.00
19	.35	.70	1.06	1.41	1.76	2.11	2.46	2.82	3.17	3.52	3.87	4.22	4.57	4.92	5.28
20	.37	.74	1.11	1.48	1.85	2.22	2.59	2.96	3.33	3.70	4.07	4.44	4.81	5.18	5.56
21	.39	.78	1.17	1.55	1.94	2.33	2.72	3.11	3.50	3.89	4.28	4.67	5.06	5.44	5.83
22	.41	.81	1.22	1.63	2.04	2.44	2.85	3.26	3.67	4.07	4.48	4.89	5.30	5.70	6.11
23	.43	.85	1.28	1.70	2.13	2.56	2.98	3.41	3.83	4.26	4.68	5.11	5.54	5.96	6.39
24	.44	.89	1.33	1.78	2.22	2.67	3.11	3.56	4.00	4.44	4.89	5.33	5.78	6.22	6.67
25	.46	.92	1.39	1.85	2.31	2.78	3.24	3.70	4.17	4.63	5.09	5.56	6.02	6.48	6.94
26	.48	.96	1.44	1.92	2.41	2.89	3.37	3.85	4.33	4.82	5.30	5.78	6.26	6.74	7.24
27	.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50
28	.52	1.04	1.55	2.07	2.59	3.11	3.63	4.15	4.67	5.18	5.70	6.22	6.74	7.26	7.78
29	.54	1.07	1.61	2.15	2.68	3.22	3.76	4.30	4.83	5.37	5.91	6.44	6.98	7.52	8.06
30	.56	1.11	1.67	2.22	2.78	3.33	3.89	4.44	5.00	5.55	6.11	6.67	7.22	7.78	8.33
31	.57	1.15	1.72	2.30	2.87	3.44	4.02	4.59	5.17	5.74	6.32	6.89	7.46	8.04	8.61
32	.59	1.18	1.78	2.37	2.96	3.56	4.15	4.74	5.33	5.92	6.52	7.11	7.70	8.30	8.89
33	.61	1.22	1.83	2.44	3.05	3.67	4.28	4.89	5.50	6.11	6.72	7.33	7.94	8.55	9.17
34	.63	1.26	1.89	2.52	3.15	3.78	4.40	5.04	5.67	6.29	6.93	7.56	8.18	8.81	9.44
35	.65	1.30	1.94	2.59	3.24	3.89	4.53	5.18	5.83	6.48	7.13	7.78	8.42	9.08	9.72
36	.67	1.33	2.00	2.67	3.33	4.00	4.66	5.33	6.00	6.67	7.33	8.00	8.67	9.33	10.00
37	.68	1.37	2.06	2.74	3.42	4.11	4.79	5.48	6.17	6.85	7.54	8.22	8.91	9.59	10.28
38	.70	1.41	2.11	2.82	3.52	4.22	4.92	5.63	6.33	7.03	7.74	8.44	9.15	9.85	10.56
39	.72	1.44	2.17	2.89	3.61	4.33	5.05	5.78	6.50	7.22	7.95	8.67	9.39	10.11	10.83
40	.74	1.48	2.22	2.96	3.70	4.44	5.18	5.92	6.67	7.41	8.15	8.89	9.63	10.37	11.11

Table gives cu. yds. in 1 ft. of a triangle of given width and height. Corrections for tenths of width are one tenth the values found under each height considering the widths from 1 to 9 as tenths and similarly the corrections for tenths of height are one tenth the figures opposite width considering the heights from 1 to 9 as tenths. Thus if $w = 16.2$ and $h = 5.3$, cu. yds. $= 1.48 + .028 + .089 = 1.597$ cu. yds. or practically 160 cu. yds. per 100 ft. If w exceeds 40 ft., use one half and multiply result by 2, if both w and h are large use one half of each and multiply result by 4. Any cross-section may be divided into triangles by the following rule. To the triangle of the sum of the outside cuts (or fills) $= h$, and $\frac{1}{2}$ the roadbed $= w$, add the triangles formed by taking the distance out to each break in turn ($= w$'s) by the difference between the cuts (or fills) on each side of it ($= h$'s) always subtracting the outer from the inner.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.2	12.4	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	3
4	13.0	13.3	13.4	13.6	13.7	13.9	14.0	14.2	14.3	14.5	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be $41.9 + (20 - 16) \div 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

Handwritten notes and calculations at the bottom of the page, including values like 1013.85, 1013.95, 1011.00, 1090.70, 1041.65, 875.43, 996.16, 31.70, 5360.57, 5290, 10.59.

