

HELL RD.
HUNTSBURG TR.

114

FIELD BOOK

364

KEUFFEL & ESSER CO.

DRAWING MATERIALS AND SURVEYING INSTRUMENTS. NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.

PLEASE RETURN TO
GEOGA COUNTY ENGINEER
COURT HOUSE
CHARDON, OH.
PHONE 250-X

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
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35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

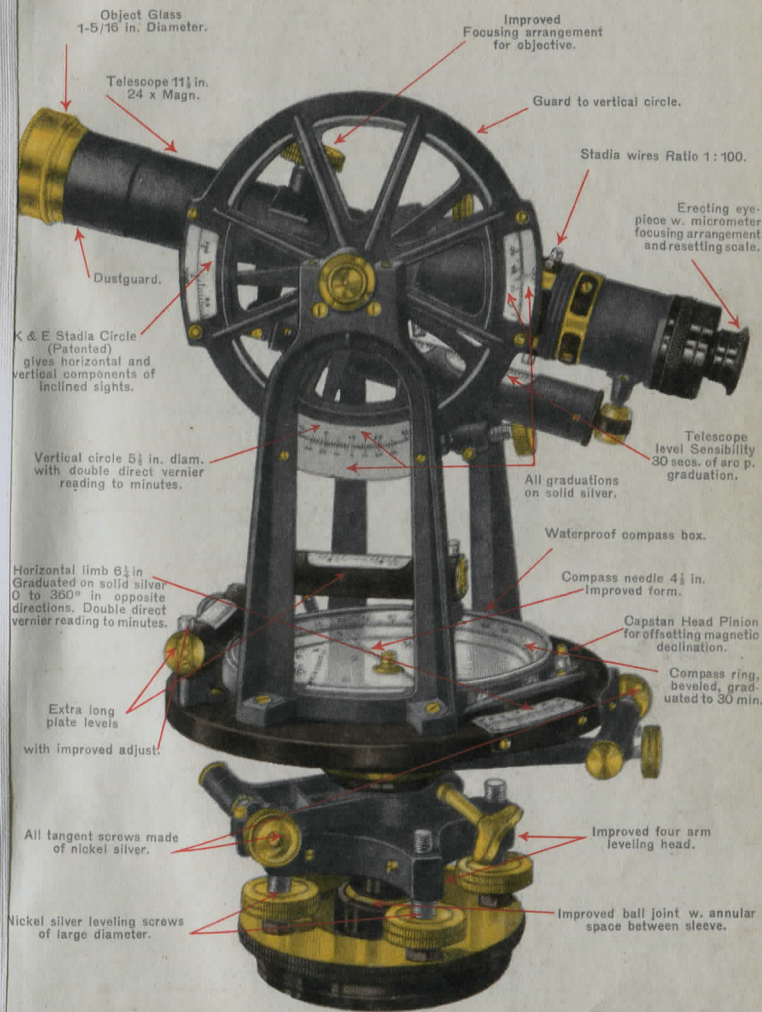
Calculated by Julian A. Hall, M. Am. Soc. C. E.

For Keith's Railroad Curve Tables see end of book.

Pioneer T.H. #116
 → Hott Road Soc's C&D Pg 1-33
 → Hott Road " A&B Pg 36-46

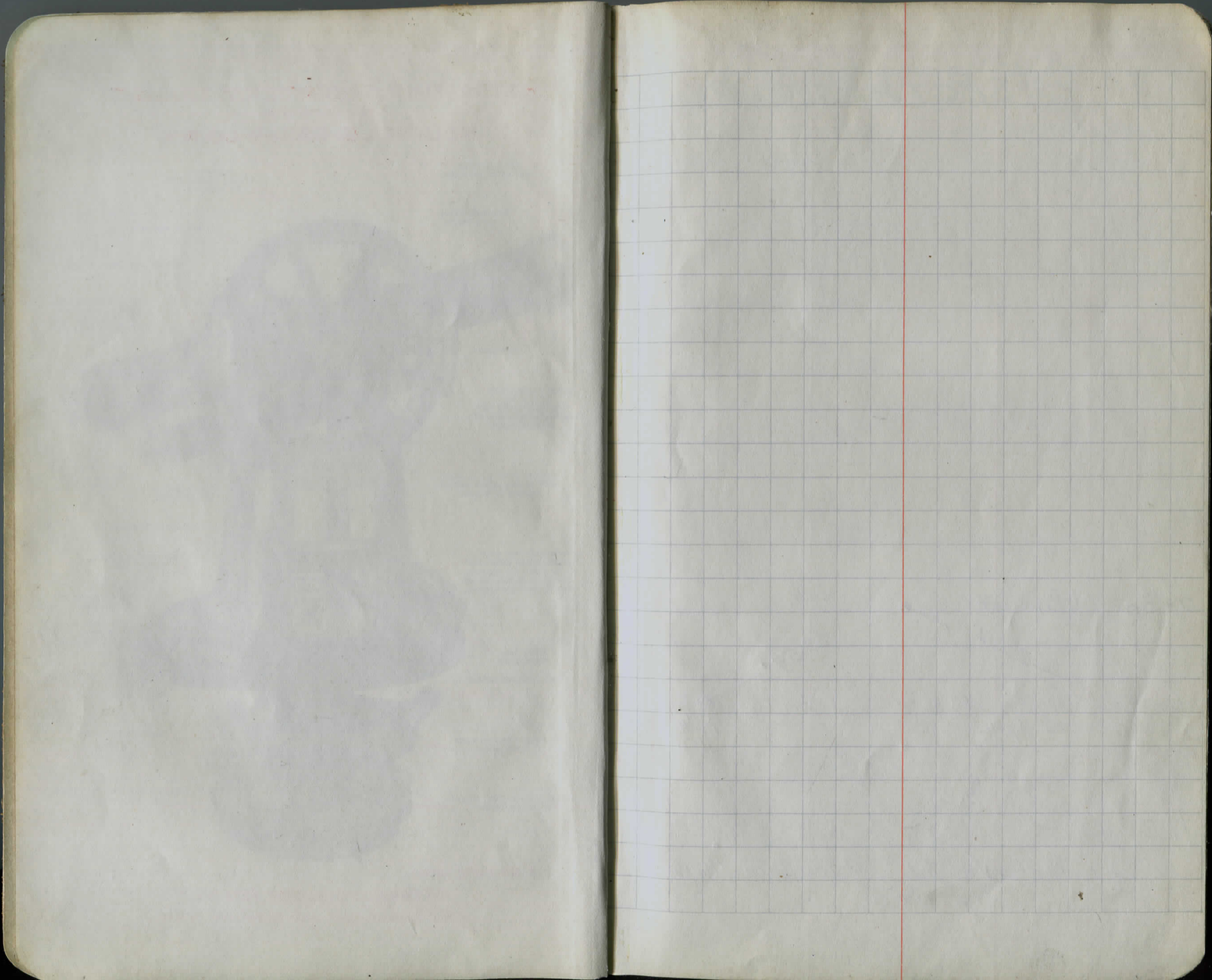
114

EXTRA FINE ENGINEERS' TRANSIT
No. 5060 S
KEUFFEL & ESSER CO., N.Y.



ALSO MADE WITH -

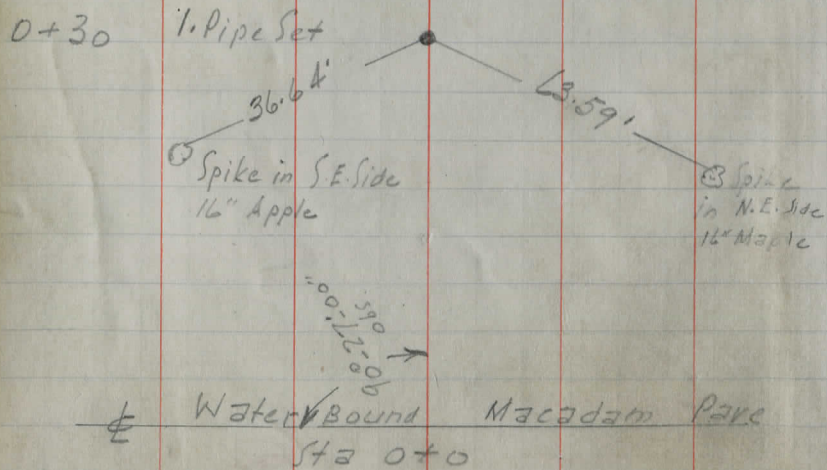
INTERNAL FOCUSING TELESCOPE
PRACTICALLY DUST AND MOISTURE PROOF. -



TH. 116

HELL RD

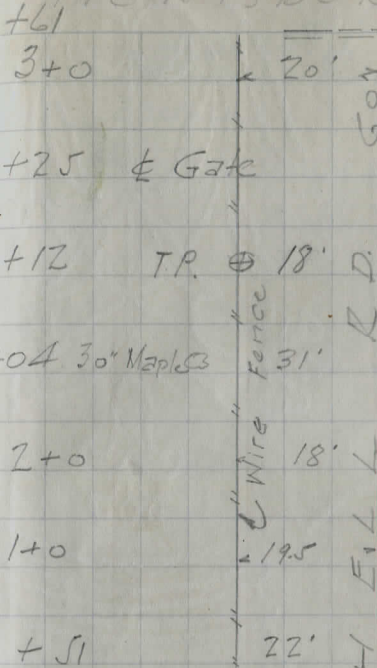
SECTIONS C&D.



June 25, 1930

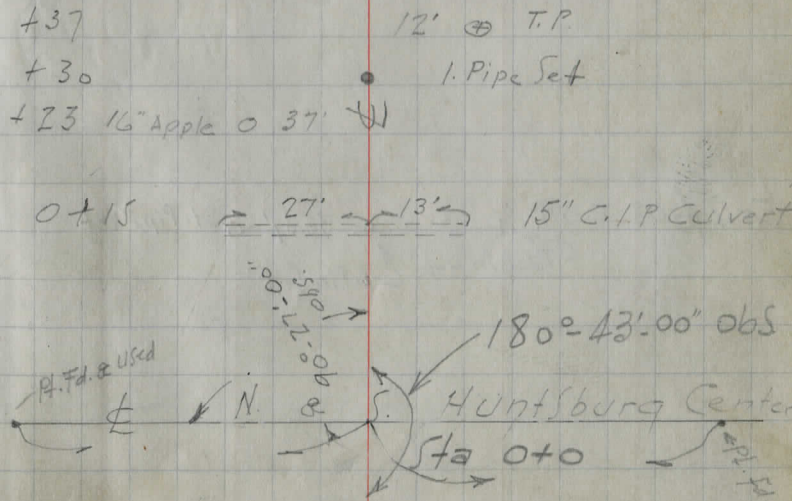
HUNTSBURG TR.

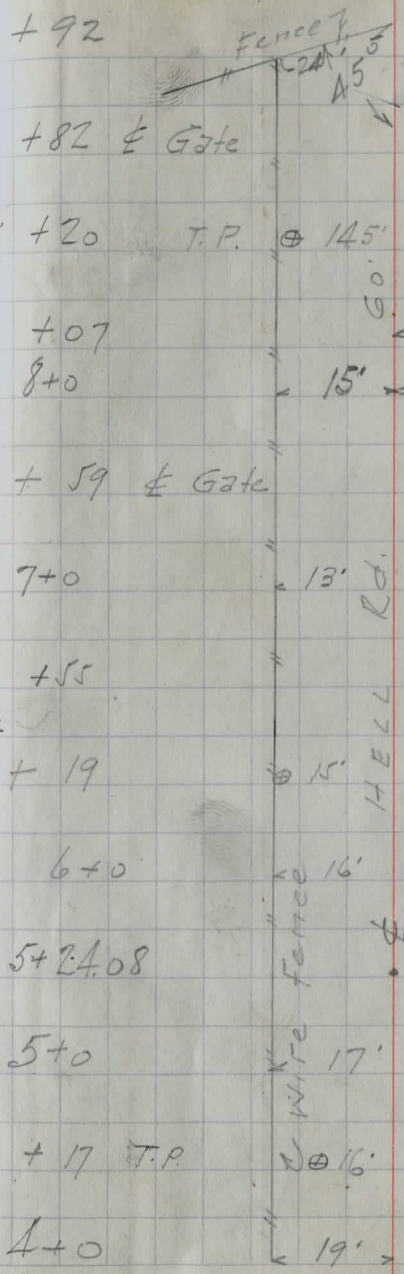
L. S. Gold Jr.
S. Merritt
H. Barton



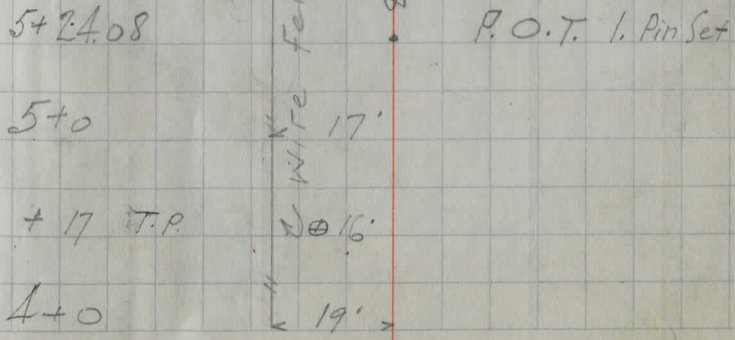
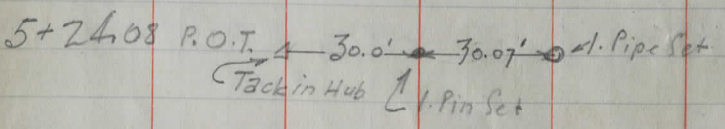
N

S





N



Bent S in W
N.E. Side
30' Maple

52.31

13+18.77 P.O.T. 1 Pin Set

26.62

Bent S in W
E Side
12" Apple

+ 18.77 P.L. 21' P.O.T. 1 Pin Set
Wire fence

13+0 20' x 23'

+ 78 30' Maple 33'

+ 43 16" Ash 22'

+ 40 T.P. 12'

+ 30 19' 0" 12" Cherry

12+0 21' x 24'

+ 44 18' 3" 2 10" C.I.P. Culverts
Fair condition
May be used
for drives

11+0 23' x 23'

+ 66 Fence 23' Wire fence

+ 32 T.P. 13.5'

10+0 21' x 23'

9+0 19' x 22'

20+0

25'

19+0

25'

+98 T.P. @ 10'

18+0

25'

17+0

24'

+76 T.P. @ 10'

16+0

24'

+ 15

23'

16" Cherry

15+0

25'

Rd. fence

20' 6.2' x 13.6'

+68.5 @ 8' x 3' Concrete Culvert (Good Cond.)

+51 T.P. @ 11'

1.5'

14+0

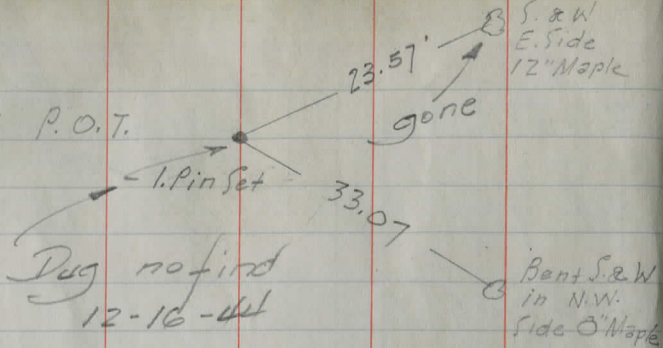
24'

13+34

21'

12" Apple

27+21.75 P.O.T.

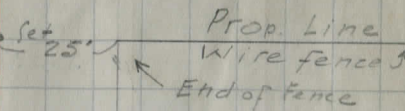


Dug no find
12-16-44

Bent S. & W.
in N.W.
Side of Maple

+21.75

P.O.T. 1. Pin



27+0

< 24\' >

+98

23' 0" 8" Maple

+85

< 20\' > End of brush

26+0

< 25\' >
< 12\' > to brush

+59

T.P. @ 11' R

25+0

< 26\' >
< 15\' > to brush

24+0

< 25\' >
< 14\' > to brush

+50

T.P. @ 11' R

23+0

< 25\' >
< 15\' > to brush

+45

21' 0" 14" Maple

+25

25' 0" 14" Maple

22+11

25' 0" 10" Maple

+ 83

T.P.

⊕ 12'

+ 82

⊕ Wire Fence

16'

+ 29

21' ⓑ 12" Maple

29+0

< 25' >

+ 70

21' ⓑ 10" Maple

+ 40

22' ⓑ 10" Maple

+ 12

22' ⓑ 8" Maple

28+0

< 25' >

+ 81

23' ⓑ 8" Maple

+ 76

T.P.

⊕ 12'

+ 53

23' ⓑ 10" Maple

+ 27

< 27' >

27+26

23' ⓑ

ⓑ Wire fence

Hedge fence

rd.

+64 "Wire fence" 18'

+49 12" Poplar 18'

+41 18' 0 10" Maple

+10 18' 0 12" Maple

3/+0 16' x 23'

+91 70" Maple 16'

+80 19' 0 16" Maple

+62 18" Maple 16'

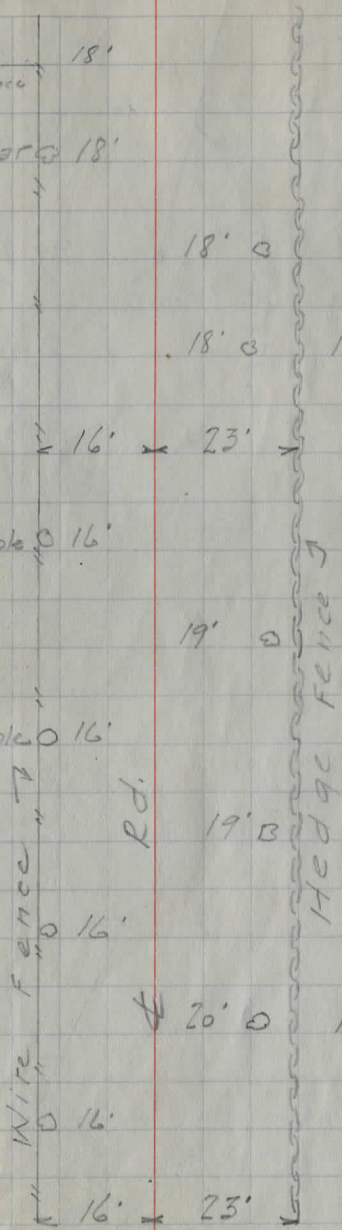
+49 19' B 12" Maple

+31 18" Maple 16'

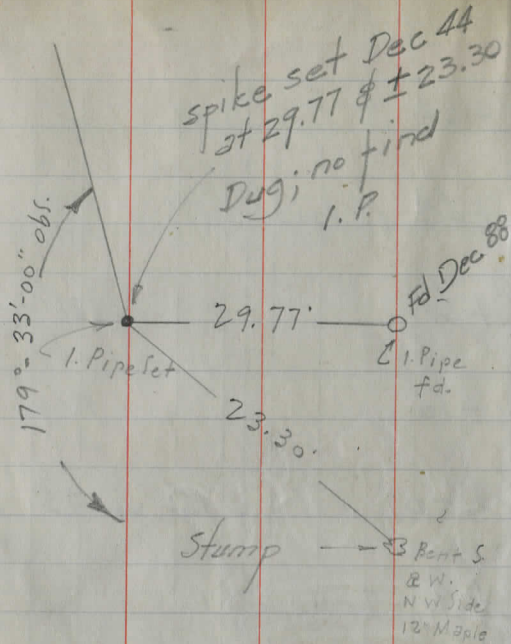
+21 20' 0 14" Maple

+02 14" Maple 16'

30+0 16' x 23'



33+06.57 P.I.



+81

T.P. @ 15'

+50

17' @ 10" Maple

+20

17' @ 8" Maple

+06.57 P.I.

29.77'

Prop. Line

1. Pipe Set

1. Pipe fd.

33+0

19' x 21' Wire Fence

+90

17' @ 12" Maple

+60

17' @ 12" Maple

+42 @ Drive

+31

17' @ 10" Maple Rd.

+01

18' @ 10" Maple

32+0 St. Fr. H/c

17' x 22' Wire Fence

+91

57' Wire Fence

+71

17' @ 14" Maple

31+69 T.P.

@ 13' Hedge Fence

38+04 T.P. ⊕ 14'

+91 12" Maple ⊙ 23'

37+76

20' ⊙ 14' Apple

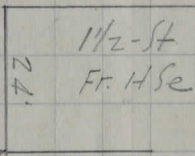
36+47 v Prop. Line

End of fence

+92 ⊕ 15'

+50

± Dr.



+08

150'

+01

Rd.

17' ⊙ 8" Maple

35+0

17'

+73

21'

End of Hedge

+71

±

17' ⊙ 12" Maple

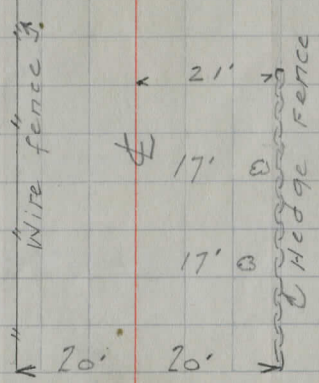
+11

17' ⊙ 12" Maple

34+0

20'

20'



+58 12" Maple @ 21'

+27 10" Stump @ 21'

41+11 € Drive

+95 14" Maple @ 21'

+85 24' 86' - Rd.

+64 14" Maple @ 21'

+33 10" Maple @ 21' W

40+13 T.P. @ 14'

+72 14" Stump @ 21'

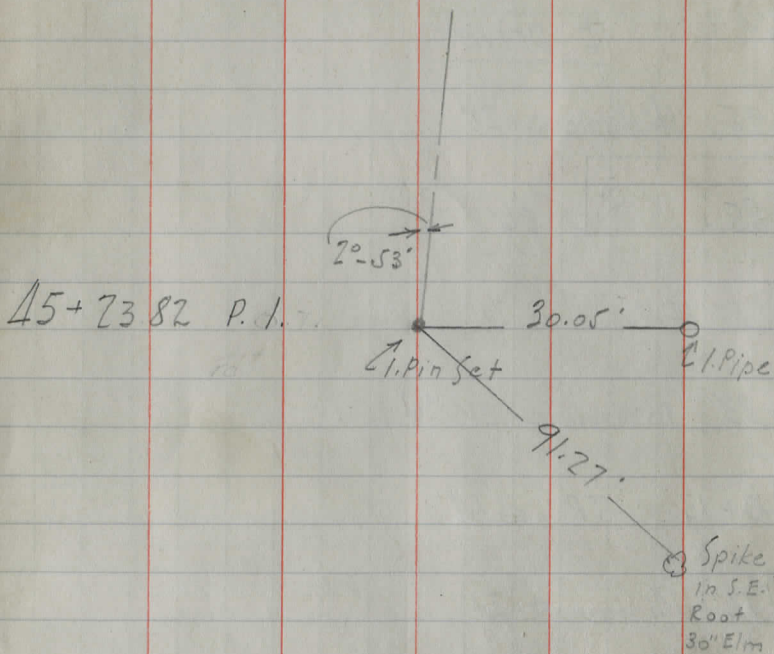
+42 18" Maple @ 21' Rd.

39+11 14" Maple @ 22'

+52 14" Stump @ 22' W

38+21 10" Stump @ 22'

Hell Rd. HUNTSBURG

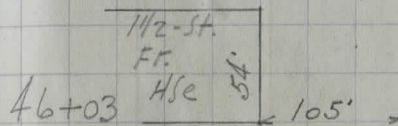


TP 7-3-30
+92 T.P. @ 23'

S. Gold Jr
S. Merritt
H Barton

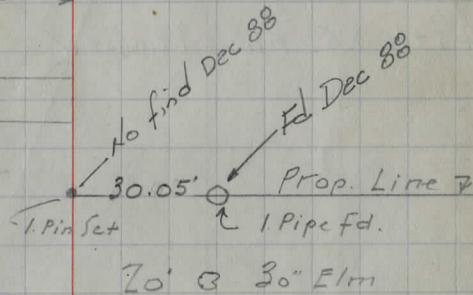
+77 8" Maple @ 28'

+49 14" Maple @ 27'



+82 ± Drive

45+73.82 P.I.



+34

44+29 T.P. @ 13'

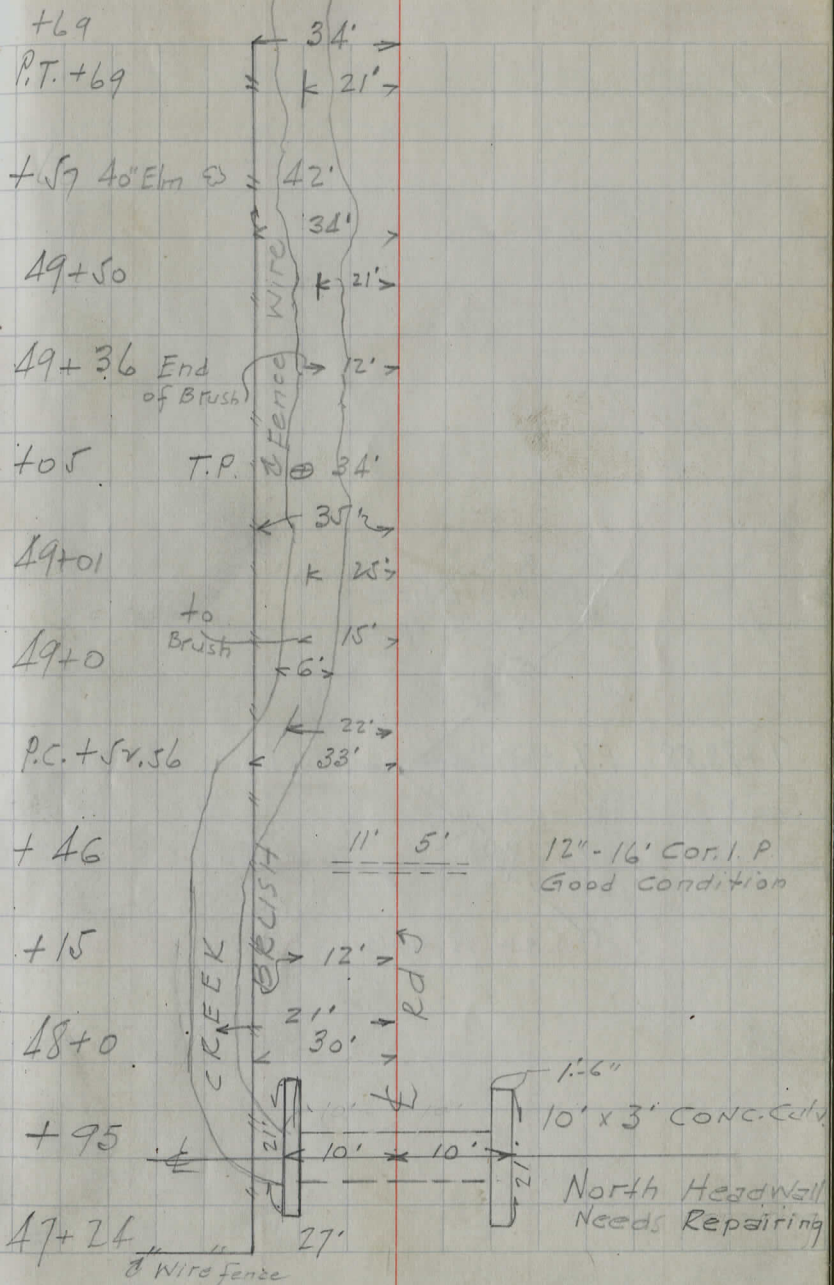
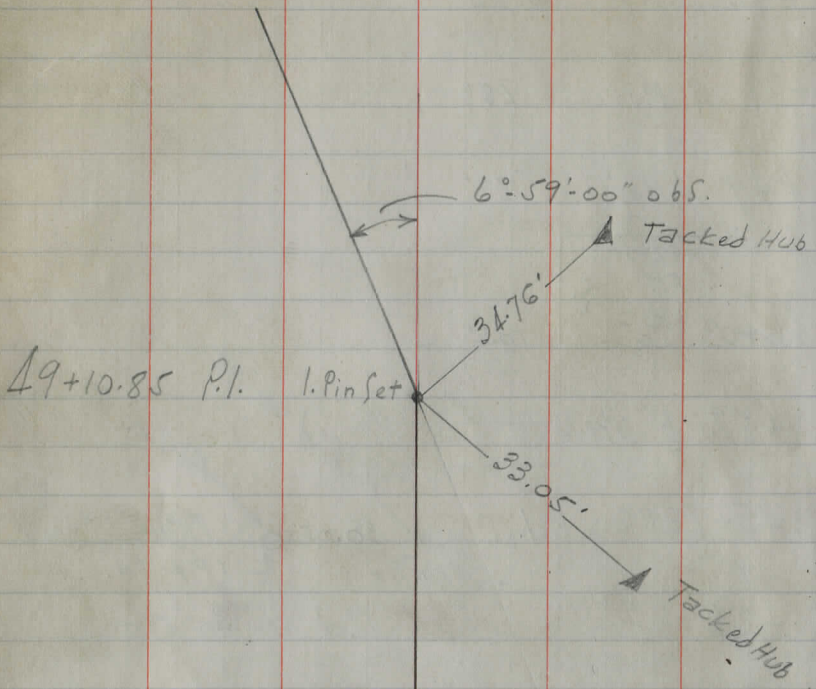
43+70 Prop. Line 7

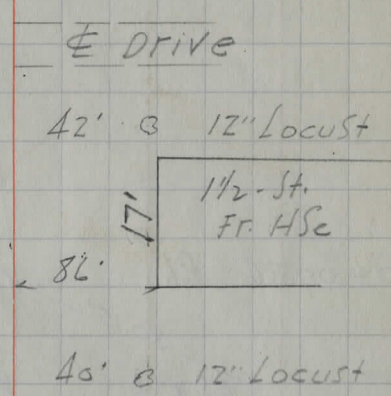
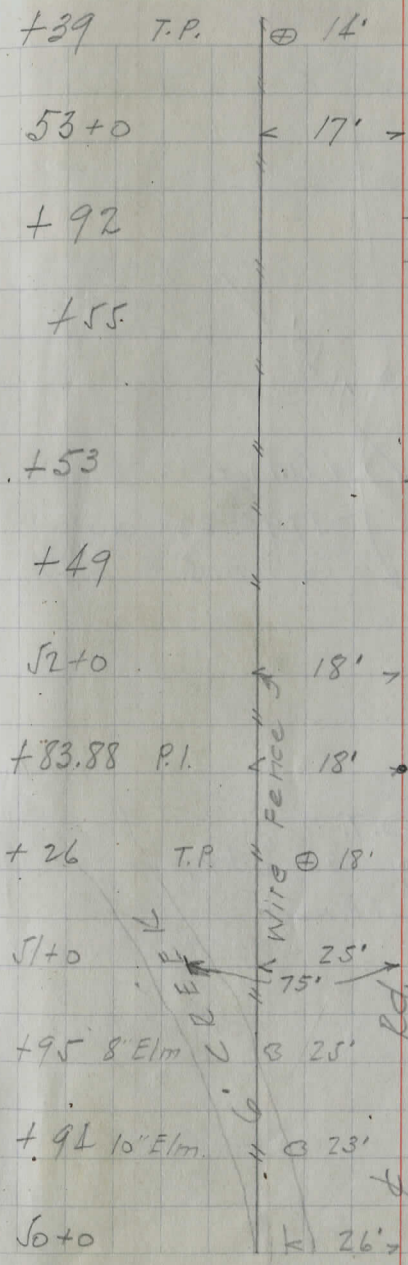
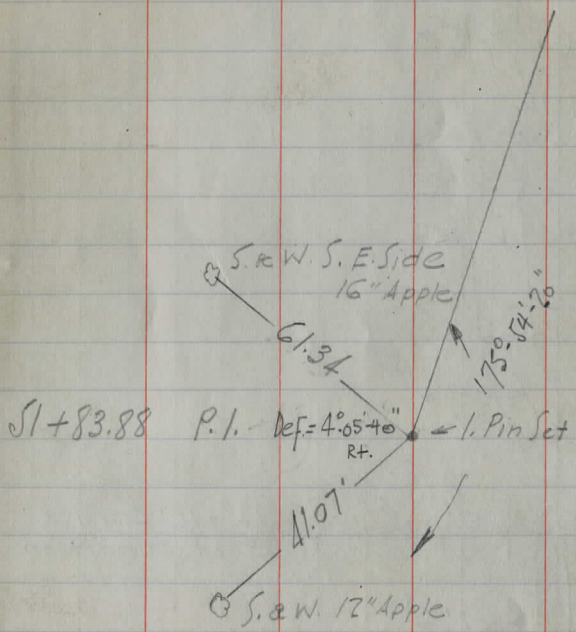
+49 16" Maple @ 20'

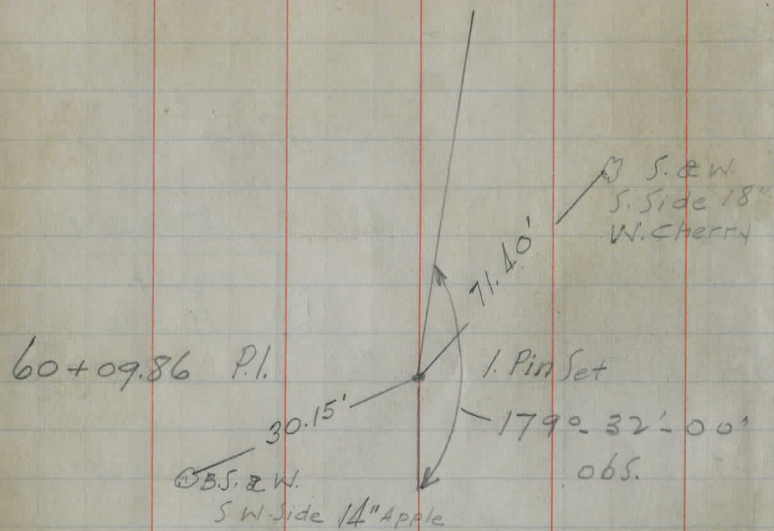
+24 T.P. @ 13'

42+18 16" Maple @ 20'

41+87 14" Maple @ 21'







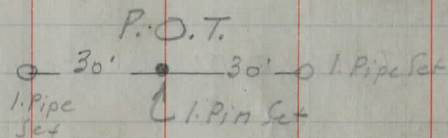
60+09.86 P.I.

⊙ B.S. & W.
S.W. Side 14" Apple

1. Pin Set

179° 32' 00"
obs.

55+88.87



61+36 ±

+97

+85

+80

60+09.86 P.I.

+93 14" Apple ⊙ 25'

59+87 T.P. ⊙ 11'

57+67 T.P. ⊙ 12'

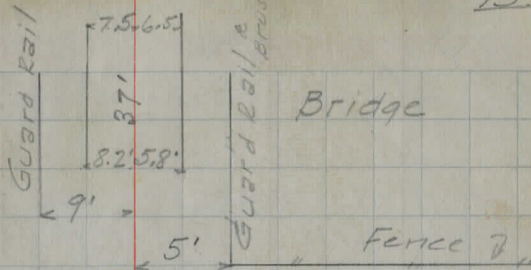
+88.87 P.O.T.

55+57 T.P. ⊙ 14'

+08 Prop Line
Hedge Fence 19' →

+03

54+0



Bridge

Fence

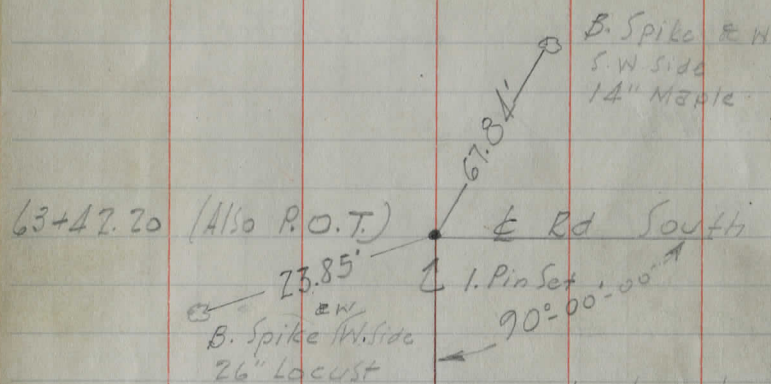
12' 3 18" Cherry

1. Pin Set

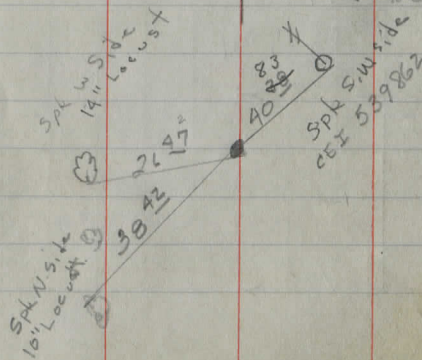
Iron Pin Set

10"-16" Cor. 1 Pipe
Fair Condition

H E L L R.D. HUNTSBURG
(Pioneer Rd)



(Not Fd 9/25/64
SPK set & ref
below 9/29)



T.P. JULY 7 '30

Gold Jr
S. Merritt
H. Barton 16

+10 T.P. ⊕ 13'

+06 Prop Line < 21' >
Wire fence

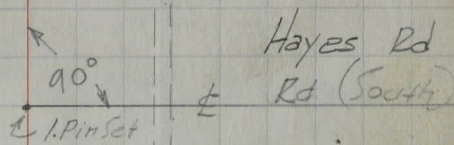
64+03 27' ⊕ 14' Maple

+95 ⊕ DRIVE

+76 26' ⊕ 18' Maple

+75 30' Locust ⊕ 22'

63+47.20



+37 26' Locust ⊕ 23'

63+30 2-st. Fr. HSe 110'

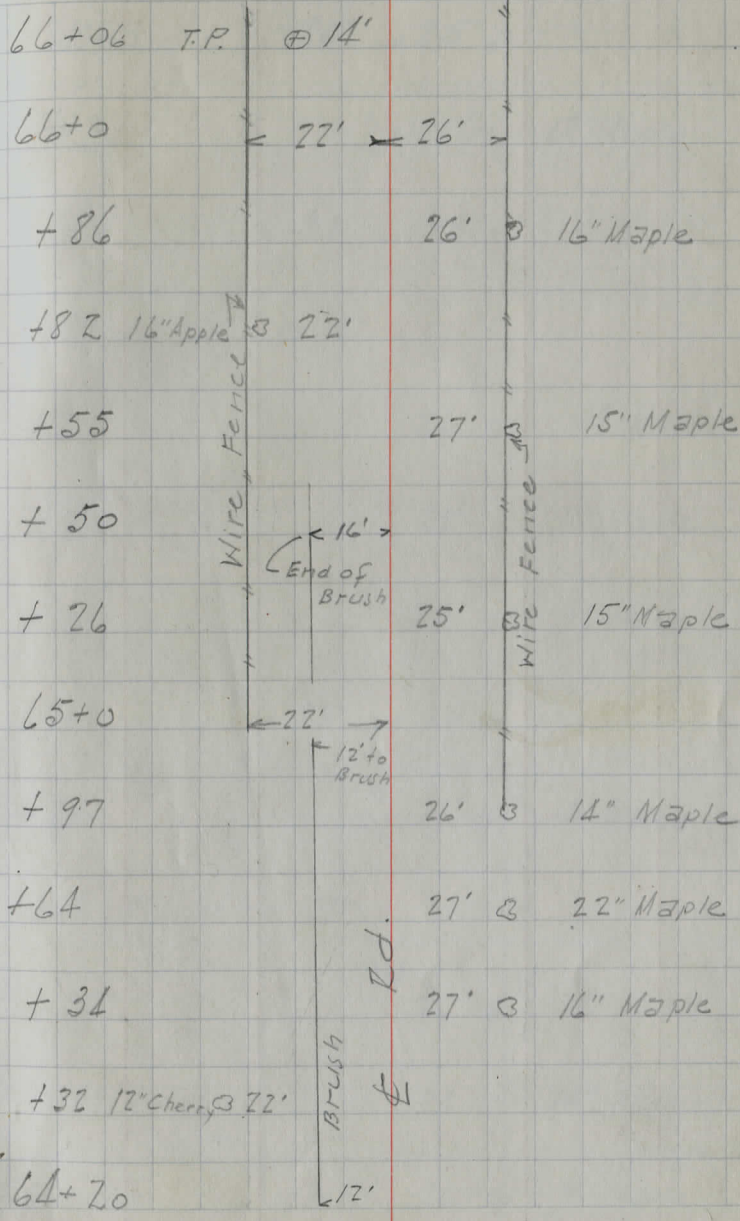
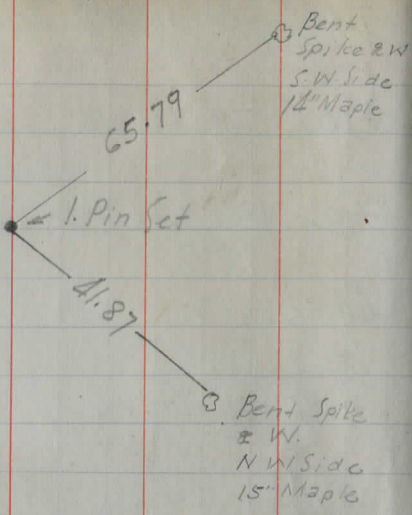
+81 10' Maple ⊕ 26'

+14 8" Oak ⊕ 28'

62+01 T.P. ⊕ 12'

61+80 7' 12' End of Rail
and Brush

65+86.34 P.O.T.



69+0 < 24' - 25' >

+34 " 24' 3" 18" Apple

68+0 < 24' - 25' >

+99 TP " ⊕ 15'

+71 " 26' 3" 14" Maple

+40 " 25' 3" 16" Maple

+10 " 25' 3" 17" Maple

67+0 < 23' x 25' >

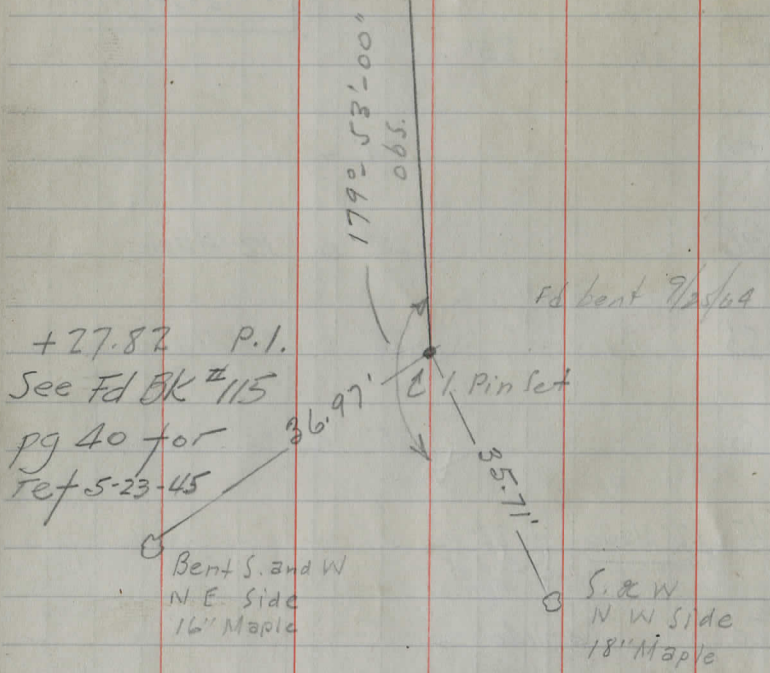
+78 Fence " Rd. 25' 3" 14" Maple

+64 8" Apple " 23' " Fence

+47 Wire " 26' 3" 14" Maple

+34 " 24' 3" 14" Apple

66+16 " 26' 3" 14" Maple

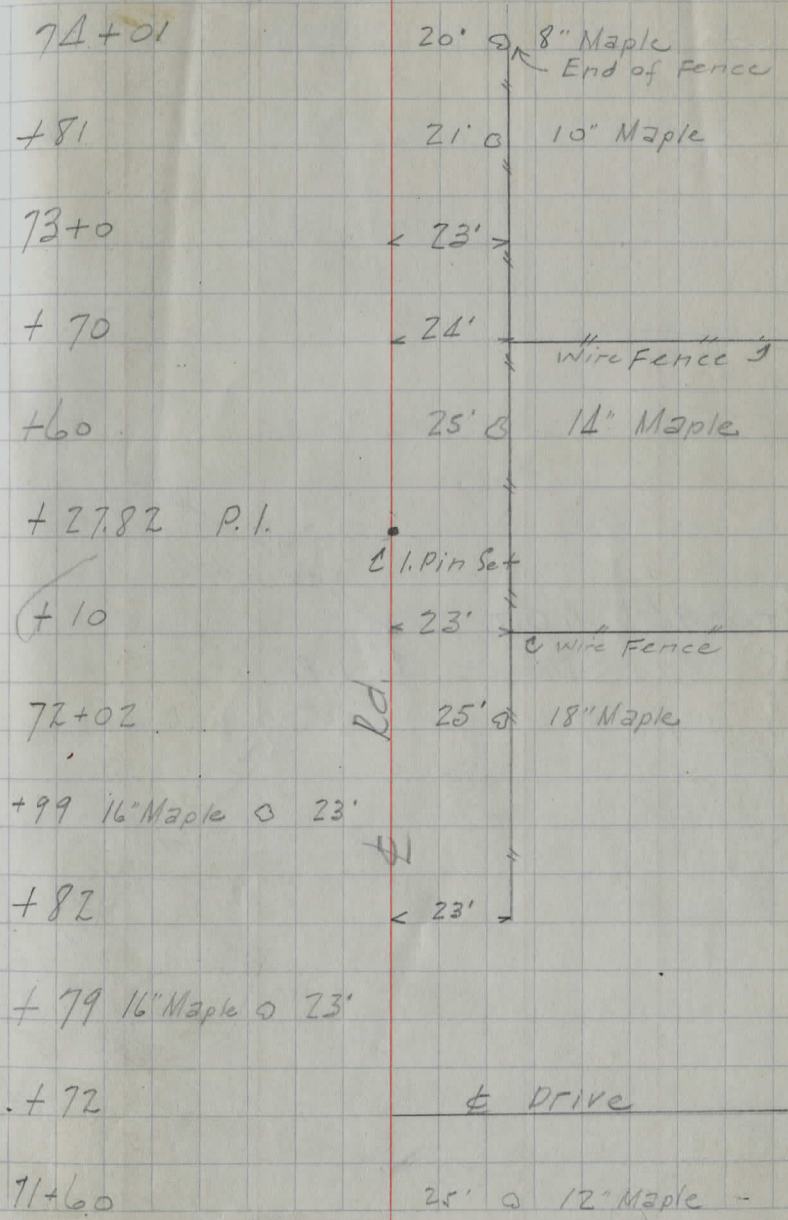


+27.82 P.I.
 See Fd BK #115
 pg 40 for
 Ref 5-23-45

Bent S. and W
 N.E. Side
 16" Maple

S. & W
 N.W. Side
 18" Maple

Fd bent 9/25/64



74+01

20' ± 8" Maple
 End of fence

+81

21' 0 10" Maple

73+0

< 23' >

+70

< 24' > Wire Fence

+60

25' 8 14" Maple

+27.82 P.I.

C.I. Pin Set

+10

< 23' > Wire Fence

72+02

Rd. 25' ± 18" Maple

+99 16" Maple 0 23'

+82

< 23' >

+79 16" Maple 0 23'

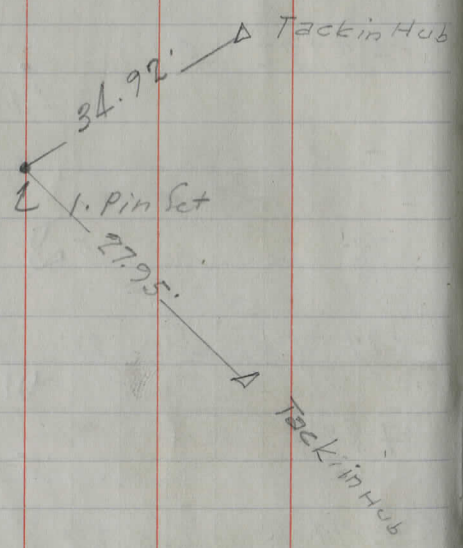
+72

± DRIVE

71+60

25' 0 12" Maple

81+00.94 P.O.T.



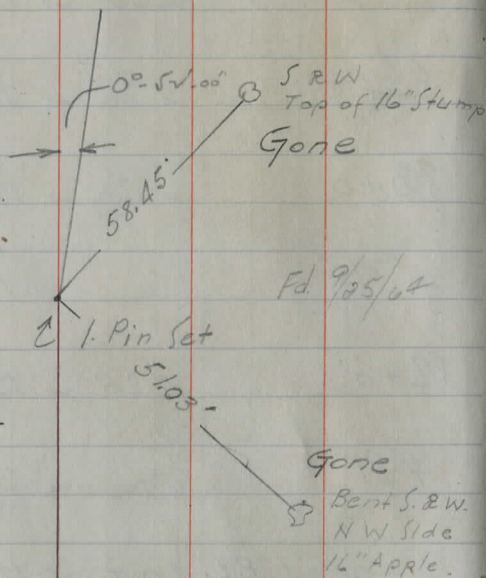
85+0	27' - 18'	
84+0	20' - 18'	
83+0	20' - 19'	
+ 73	19'	24" Stump
82+0	20' - 19'	
+ 81	20'	24" Stump
81+00.94 P.L. P.O.T.	19'	Prop. Line w. Fences
+ 52	21'	12" Maple
+ 37	21'	12" Maple
75+21	21'	12" Maple
+ 92	21'	10" Maple
+ 75	21'	8" Maple
74+46	21'	12" Maple

Wire Fence

Wire Fence

Rd.

88+0 P.I.



SEE FD. BK. #115
pg. 40 For Refs.
5-23-45

89+0	15' x 17'	May be Used for Drives
+94	---	10"-16' Cor. l. Pipe
+70	23'	18" Oak
+54	24'	16" Stump
88+0	16' x 17'	
+53	20'	16" Apple
+43	58' 30"	2-St Fr. Hse
+10		Drive
+05	18'	2 W. Fence
87+0	20' x 17'	
86+0	21' x 18'	
+48	120'	2-St Fr. Hse
+40		Drive
85+13		10"-16' Cor. l. Pipe (Fair Cond.)

" Wire Fence

" Rd.

" Wire Fence

92+0 ← 16' →
+20 24" Elm ○ 24'

91+0 Bcq. of
Brush ← 15' →

+96 16" Ash ○ 22'

+87 12" Apple ○ 19'

+28 19' ○ 20" Stump

+25 14" Cherry ○ 21'

90+0 ← 14' → ← 17' →

+86 18' ○ 8" Apple

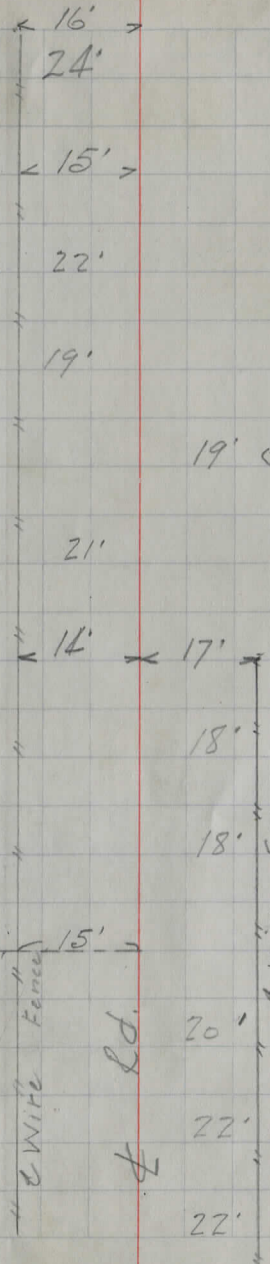
+67 18' ○ 18" Elm

+46 Prop. Line
Wire Fence ← 15' →

+29 20' ○ 15" Elm

+24 22' ○ 16" Stump

89+02 22' ○ 16" Stump

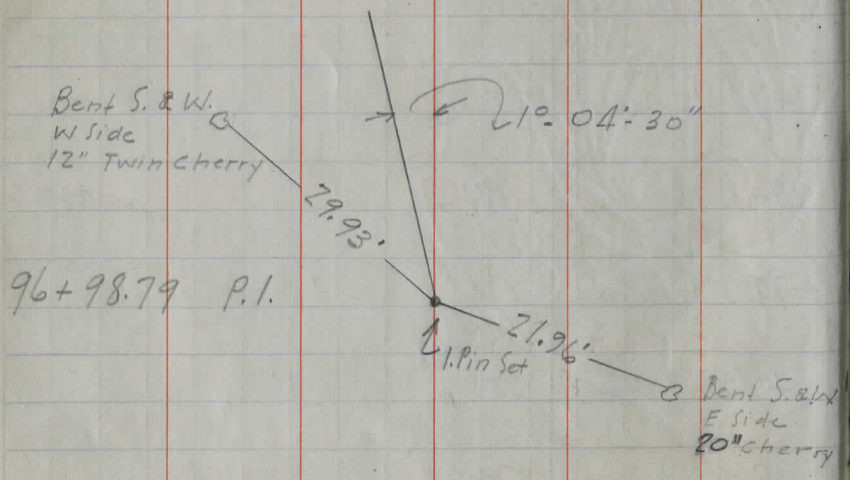


- 96+0 < 26' →
- +33 22" Maple 26'
- 95+0 < 20' →
- +52 18" Elm 24'
- +50 8" Oak 28'
- +12 16" Elm 24'
- 94+0 < 19' →
- +95 10" Oak 25'
- +74 12" Oak 25'
- 93+0 < 18' →
- +77 8" Apple 27'
- +48 14" Cherry 25'
- 92+43 20" Cherry 25'

Brush
 Thin
 150"
 fence
 wire

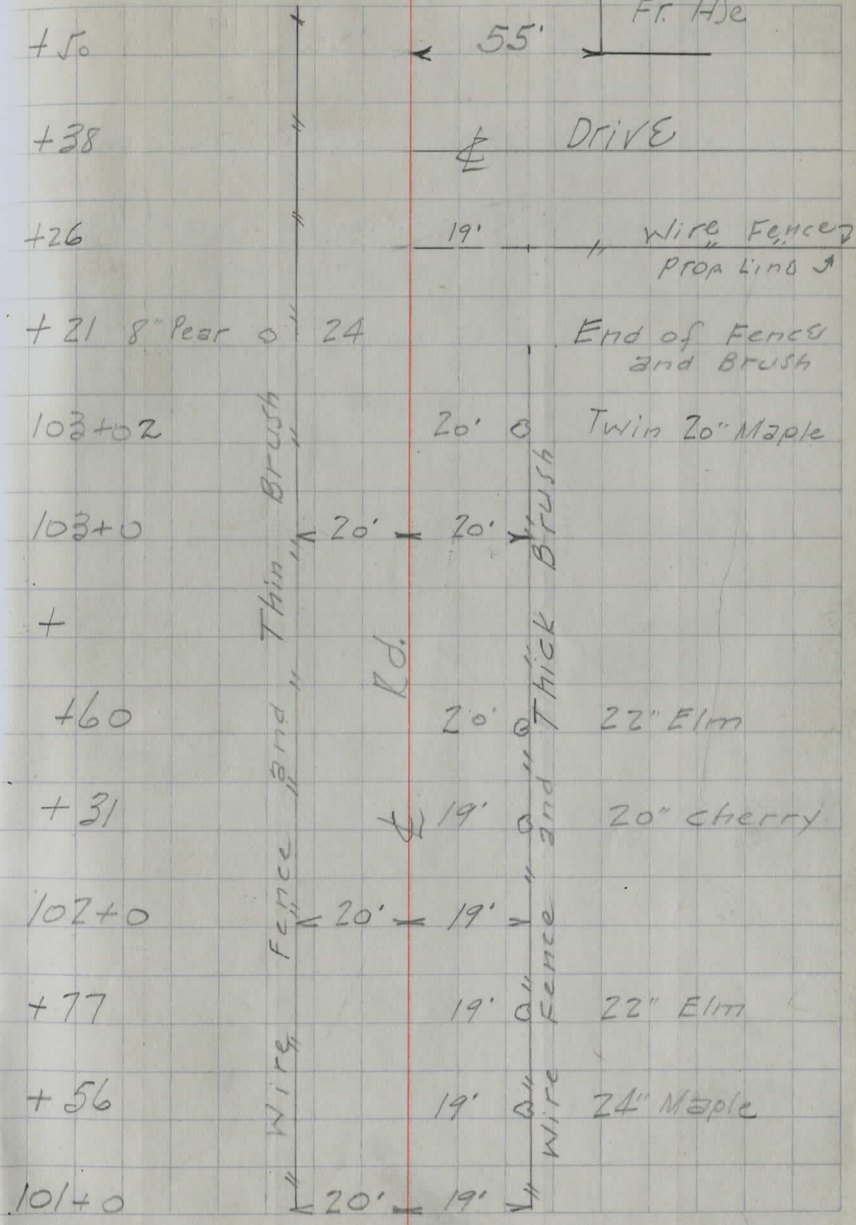
Rd.

4

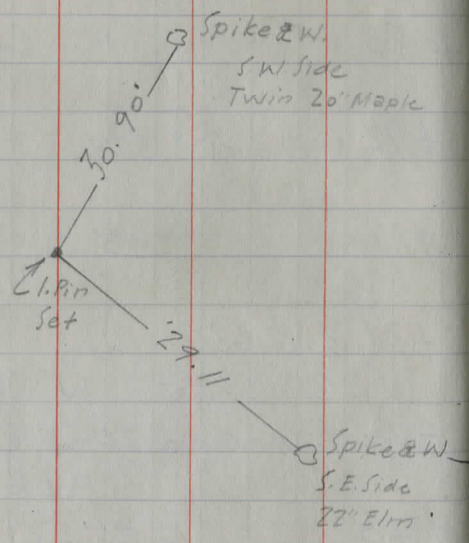


100+0	"	21' - 19'	
+05	"	19'	18" Elm
99+0	"	22' - 19'	Wire Fence & Brush
+84	"		Prop Line Wire Fence
+83	"	20' @	12" Elm
+72	12" Elm	25'	Thin
98+0	"	23'	END
+74	@ Gate	(16')	Fence
+16	12" Twin-Cherry	24'	
97+0	"	26'	Wire
+98.79	P.I.		1. Pin Set
+92	"	20' @	18" Cherry
96+05	26" Elm	29'	

1/2-St
Fr. HSe



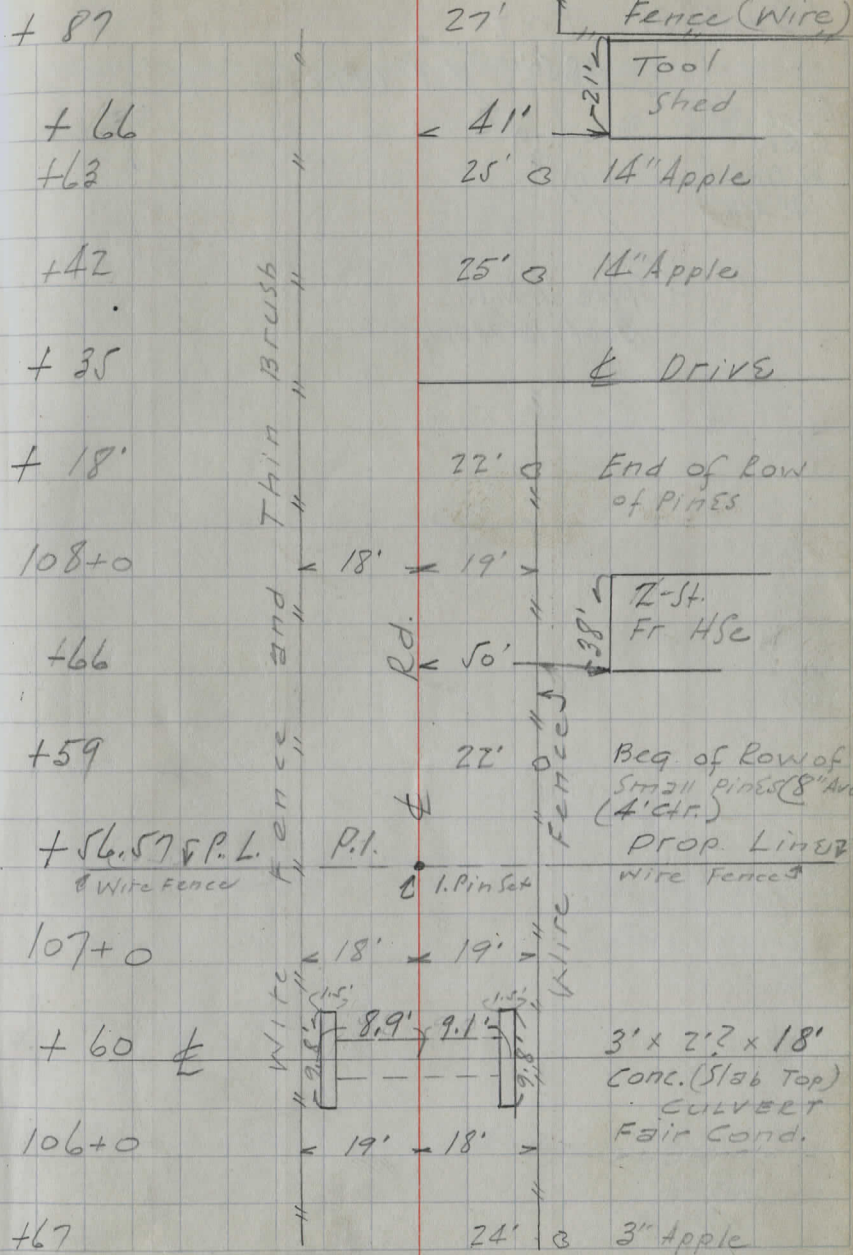
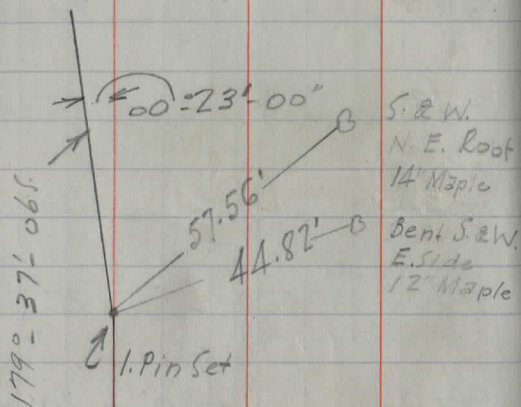
102+78.59 P.O.T.



+ 62		19'	o	2" Apple
+ 46		25'	o	6" Apple
+ 16		24'	o	3" Apple
+ 01	18" Elm	o	19'	
105+0		20'	←	20' →
+ 98		21'	o	3" Apple
+ 70		20'	o	4" Apple
+ 49		21'	o	6" Apple
+ 34		20'	o	3" Apple
+ 10		21'	o	8" Apple
104+0		20'	←	20' →
+ 95		20'		
+ 88		20'	o	8" Apple
103+79	10" Elm	o	19'	

Thin Brush
Thin
Wire Fence
Wire
RD.

107+56.57 P.I.



113 + 5832 P.O.T.

38.50'

1. Pin Set

Bent

S. & W

W Side

14" Ash

31.49'

Spike in N.W
Root 16" Maple

+ 5832 P.O.T.

1. Pin Set

+ 58

38'

16" Ash

113 + 0

20'

112 + 0

21'

+ 14

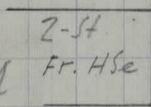
21'

Wire Fence

111 + 0

16'

+ 84



+ 67 DRIVE

+ 53

+ 45 Wire Fence

110 + 0

16'

17' 15'

12" - 16" Cor 1. Pipe
(Both Ends Smashed)

+ 64 18" Apple

22'

Rd.

+ 34

24'

16" Apple

109 + 0

17'

26'

Wire Fence
Thin Brud
Wire Fence

S. & W.
Top 28" Stump

37.03'

119+45.14 P.O.T.

1. Pin Set

32.46'

S. & W.
Top 20" Stump

121+0 < 21' *

+ 56 fold Prop. Line

120+0 < 21' *

+ 76 28" Stump @ 21'

+ 45.14 P.O.T.

+ 20 20" Stump @ 20' @ 1. Pin Set

119+0

< 21' * Bcg. of ^{Thin} Brush on So. Side

+ 33

16' @ 8" Cherry

+ 24 14" Stump @ 25'

118+0

< 21' * FENCE

117+0

< 22' * FENCE

116+0

Rd. < 22' * WIRE

115+0

< 23' * WIRE

114+0

< 21' *

+ 71

10"-16" Cor. 1. Pin

113+64

31' @ 16" Maple

HELL RD. (HUNTSBURG TP)

JULY 14 '30

S. Gold ³¹ "cloudy"
S. Merritt
H. Barton

+15 14" Maple @ 25'

174+0

< 20' >

+89

17' @

16" W Cherry

+42

16' @

10" W Cherry

173+0

< 21' >

+69 18" Maple @ 25'

+40 New Prop. Line

+27 16" Maple @ 25'

+06 20" Maple @ 25'

122+0

< 22' >

+68

12" -18" Tile

+64 16" Maple @ 25'

+43 16" Hickory @ 22'

"Thin Brush"
"Wire Fence"
"Rd."

129+0 < 8' >

128+0 < 10' >

+ 98.7

+ 51

127+0 < 12' >

126+0 < 14' >

+ 41 18" Maple @ 24'

+ 20 12" Maple @ 24'

+ 13.35 P.O.T

125+0 < 20' >

+ 87 & DRIVE

+ 77 14" Maple @ 25'

124+35 74'

BRUSH

12.7' x 3'

15' Pipe Railing
Good Condition

8" Elms

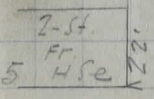
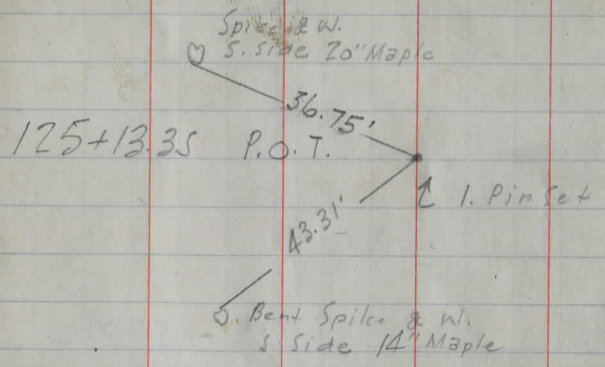
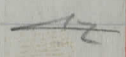
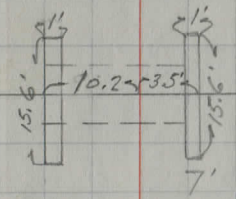
Prop. Line 7

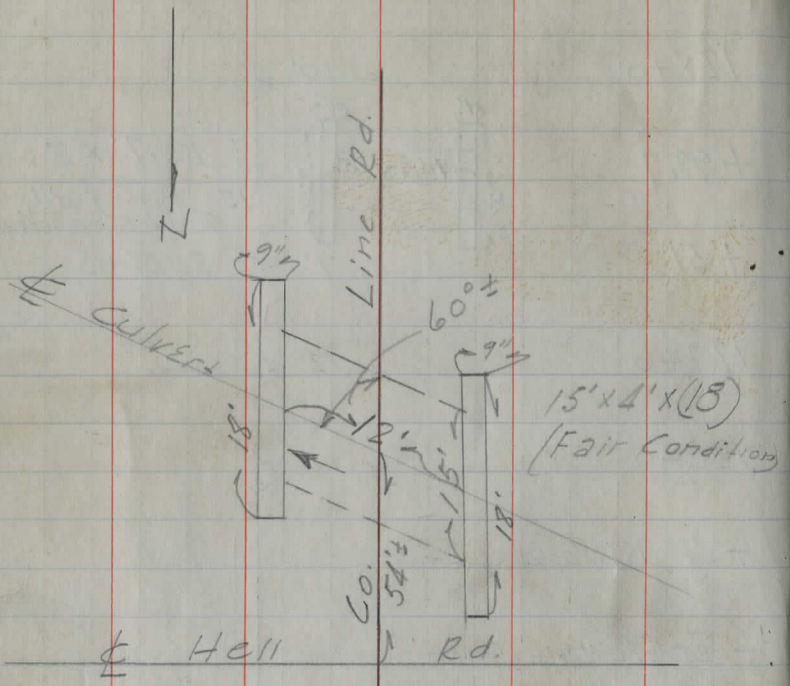
Wire Fence

End of Fence

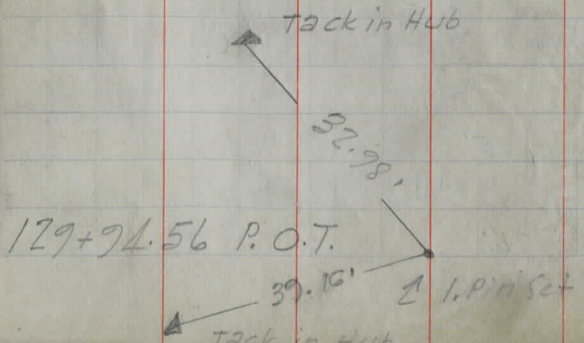
Wire Fence & Thin Brush

Rd.

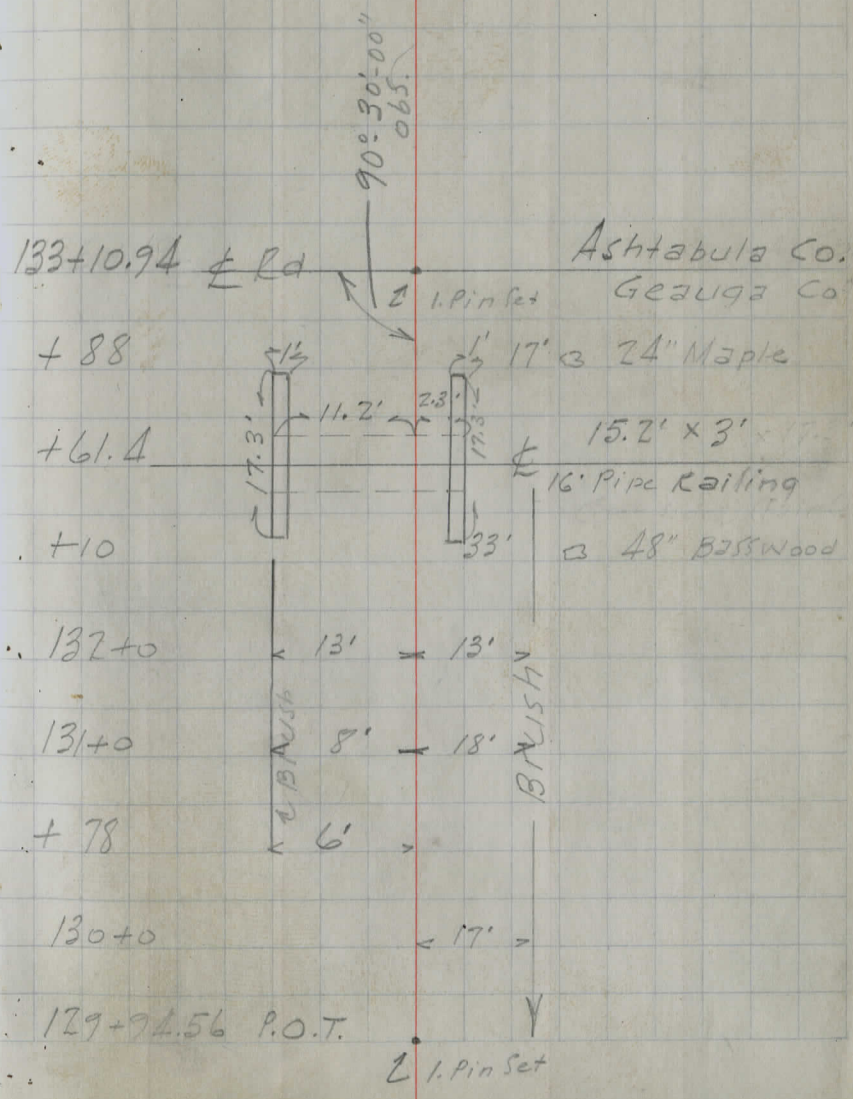


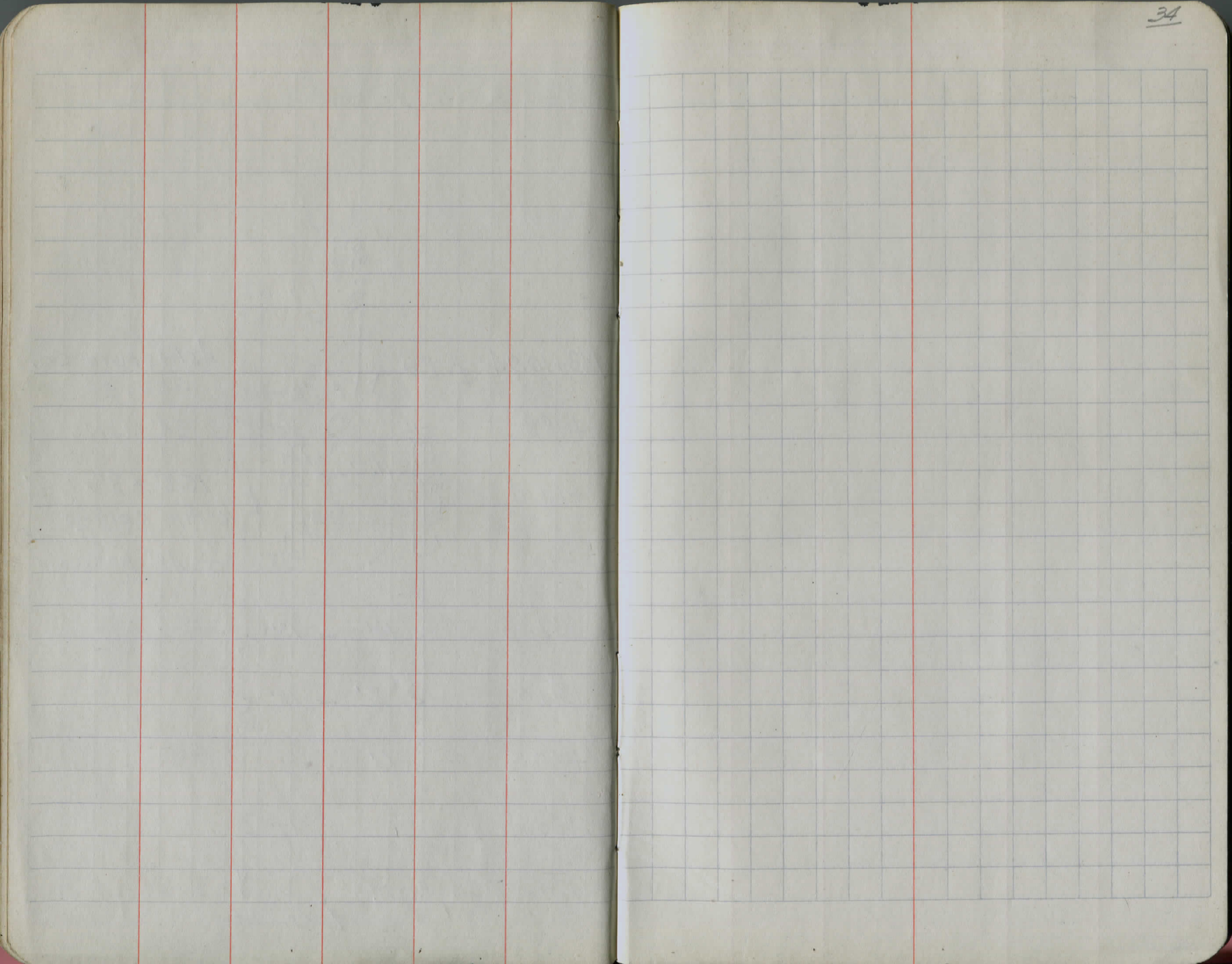


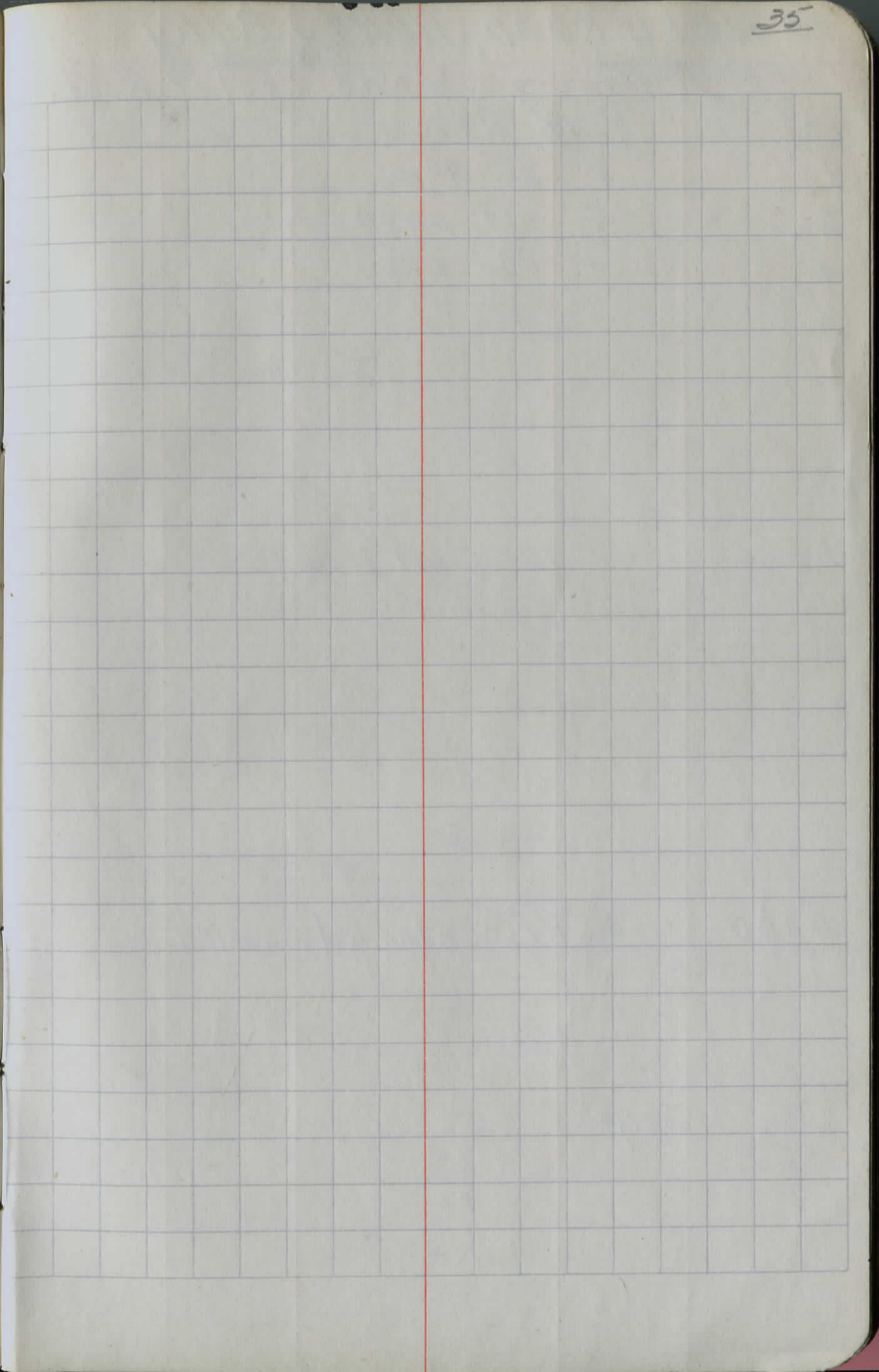
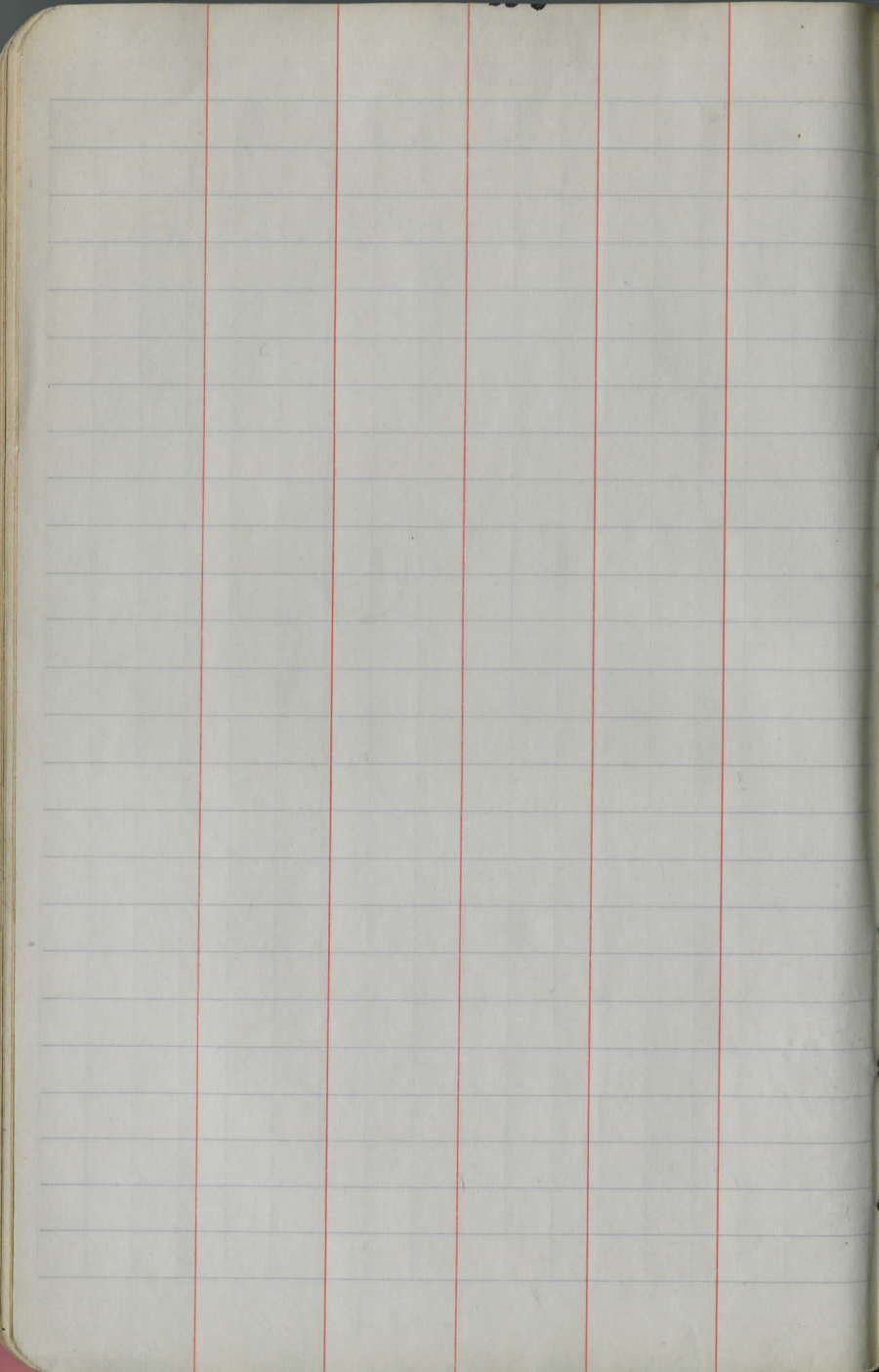
Detail of culvert on County Line Rd.



129+94.56 P.O.T.







HELL ROAD, HUNTSBURG
 SEC A & B
 From Moss Corners to N.Y.S. Center Road

10 T 18' 11+80
 8 T 20' 9+10
 6 T 17' 6+40
 4 T 20' 3+30
 2

0+66. 12" Cast Iron O.K.
 too small - C. Moss

0+00 ± Princeton Rd. South

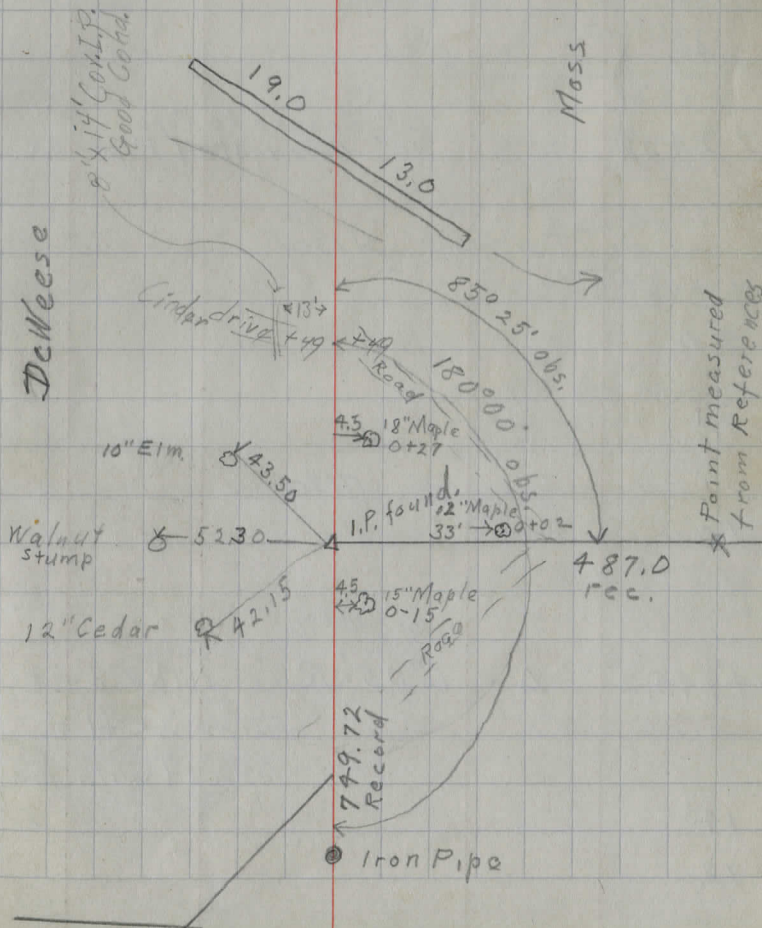
I. Pin fd 5/27/40
 F.C.P.

May 5, 6, + 7, 1938

W.E. Marks 36
 G. Dutz
 E. Richards

▽ 25 x spike
 Fd 5/27/40
 ▽ 25
 ▽ 25
 △ 25

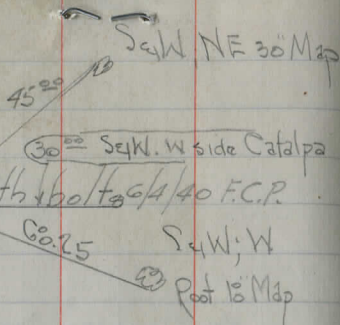
12" x 16" P.C.P. 1+85)
 O.K. 25' A



28

26

Spk fd & replaced with bolts GA 40 F.C.P.



24

22+02

22

T 15' 21+30

12" Concrete Pipe O.K.
10" Corrugated Pipe O.K.

20

18

T 15' 17+90

16

54.8

T 15' 14+90

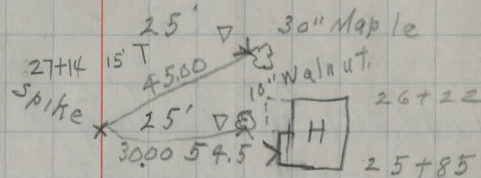
14+45.2

$\Delta = 0^{\circ}05' R.$ spike on \pm
5/27/40 Spk fd &
replaced with Iron pin
F.C.P.

14

12

27+75 25' Bgin Os Hedge & brush



75+83 Dr
25+39

24+76 Dr. 60' \pm B
24+40 End brush

23+97 Tel pole 14'
23+80 Rock pile 15'
23+15 End brush

25' Δ
5' 11' \parallel
A.G. Miles P.L.
23+10

C.E. Burton

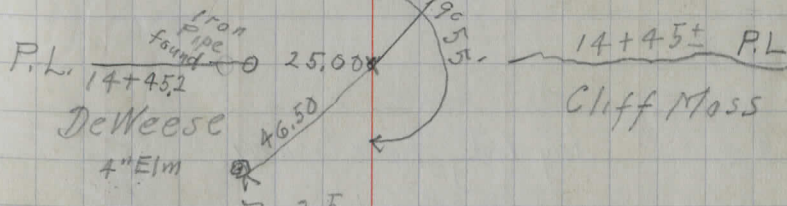
21+20 Bgin brush
20+20 End brush

25' Δ
15' x 10' Cor. O.K.
21+34
21+60 Bgin brush
24' \pm
80' \pm B \pm 21+0.3

25' ∇
10+00 End brush

10+00 Bgin brush

25' Δ
16+58
25' Δ
S&W; S.W. side 7' Elm
53.20 14+60 Bgin brush

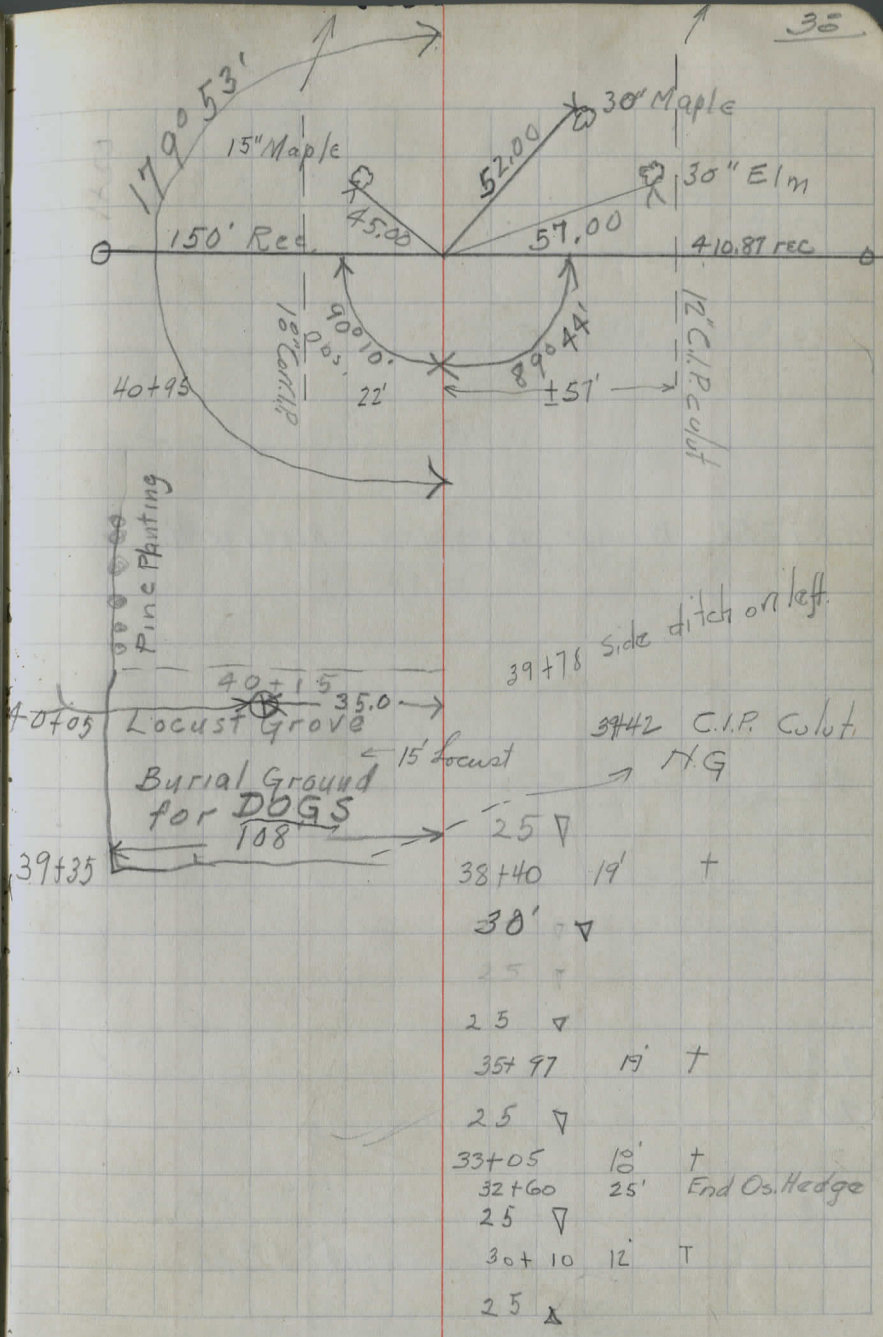


∇ 25
 ∇ 25

$\Delta = 0^{\circ}07'$ Left
 41+12.5 P.I. \pm , Faenger Road,
 Clay St.

40
 38
 36
 34
 32
 30

Very rocky here to end



50

49

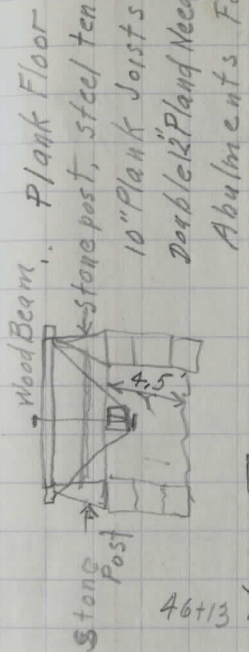
48+25.2 Bridge, Span-18.6' Roadway 11.4'

46

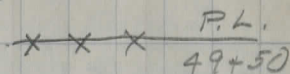
44

42

41+9.5 18" Corrugated Pipe

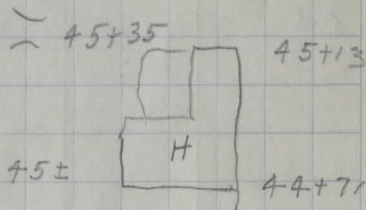
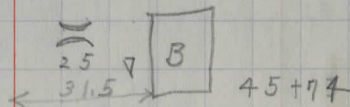
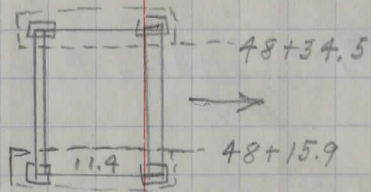


25 ∇



25 ∇

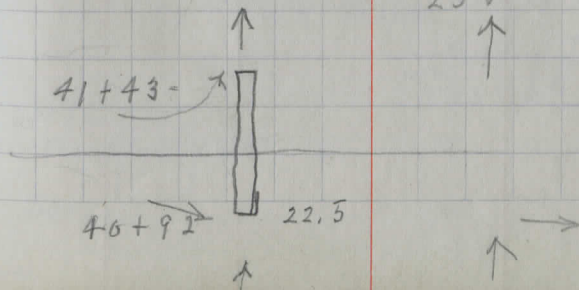
New Bridge Needed.



41+43

40+92

22.5



56+43 Stone Box Culvert, ^{Walls Forced inward} Originally 3'x3'

56

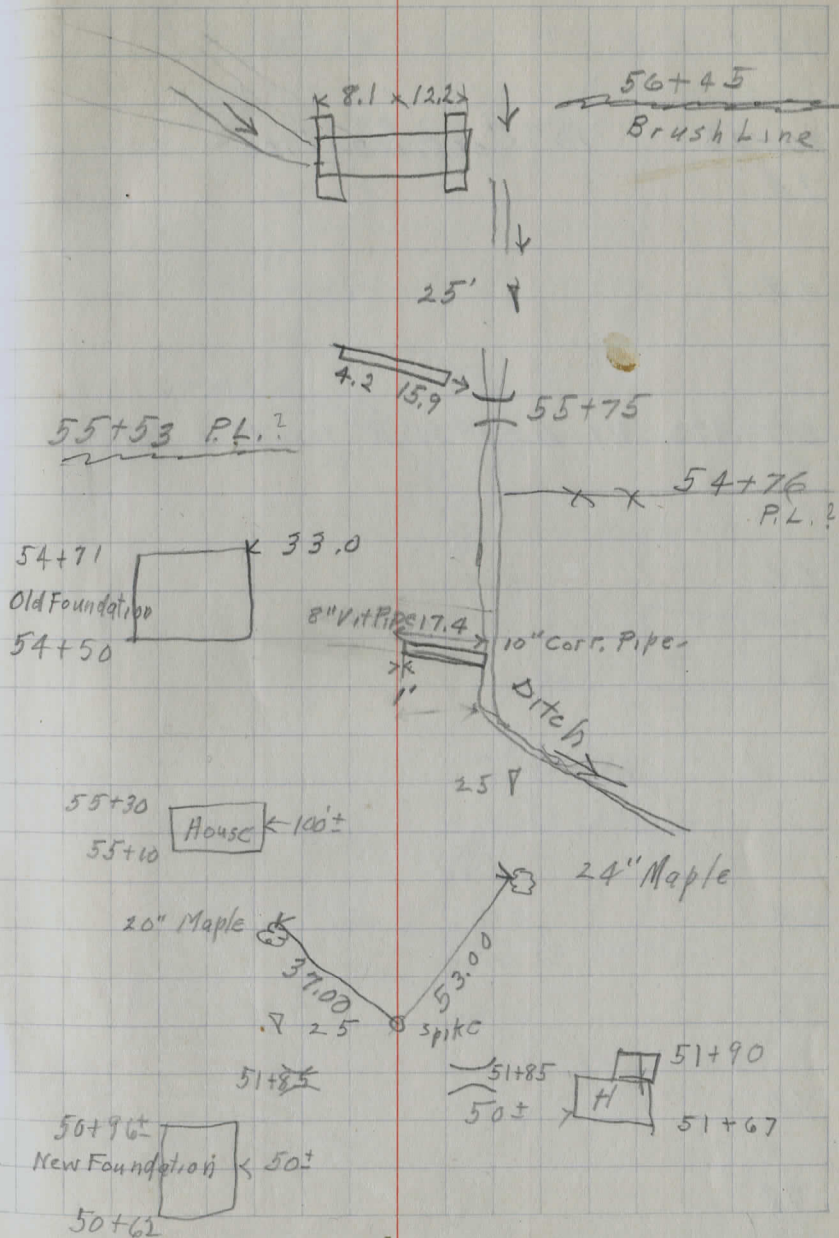
65+94.5 12" Cast Iron Pipe

54+42

54

54

52+00 $\Delta = 0^{\circ}00'$



72

70+28

10" Corr. Iron Pipe

70

68

67+47.3

P.I. $\Delta = 1^\circ 22' R$, Iron Pipe set

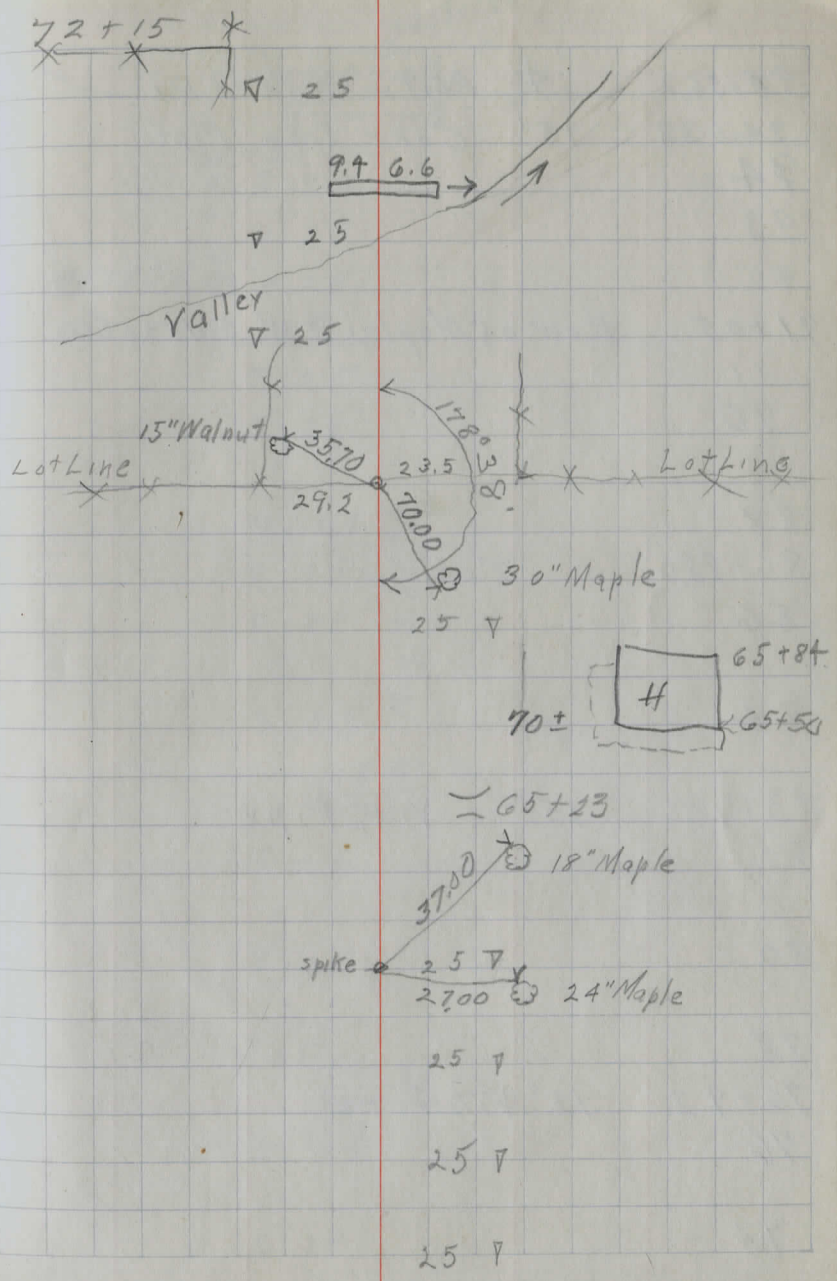
66

64

62

60

58



94+56.2 N. + S. Center Rd

94+38 15" Corr. Iron Pipe

94

93

92

91+05 Row of Maples at W. Side of Cem

91

90

88

86+98.0 Δ 0°00'

86

84

83+16 15" Vit. Pipe

82

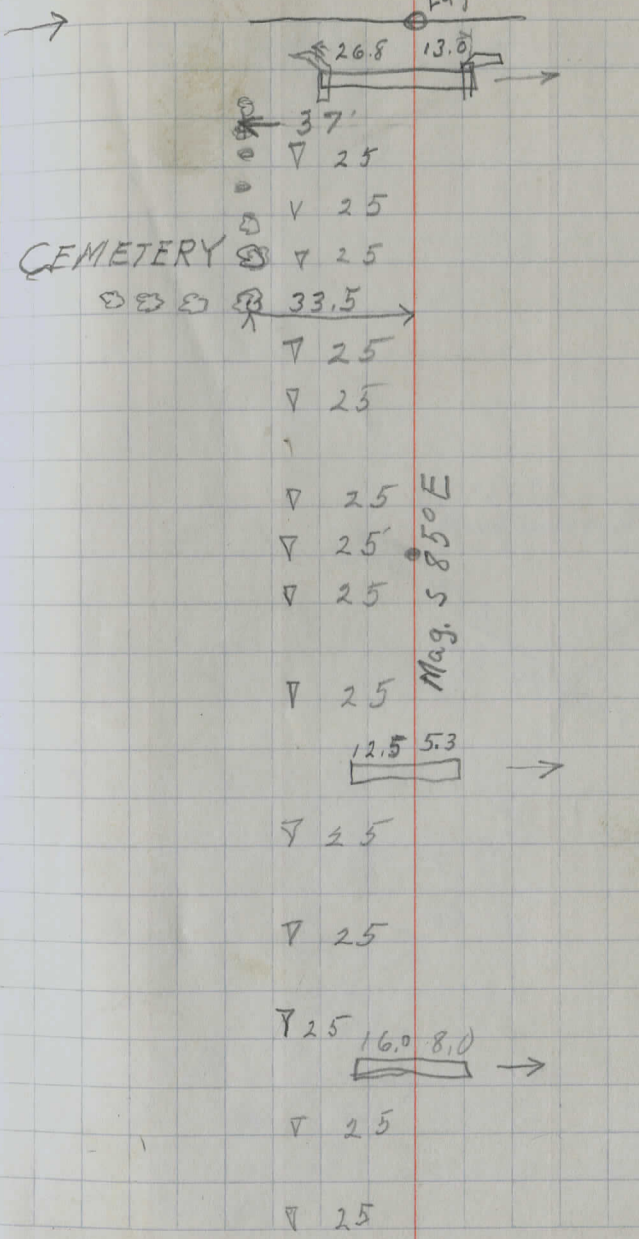
80

78

76+92 12" Vit. Pipe

76

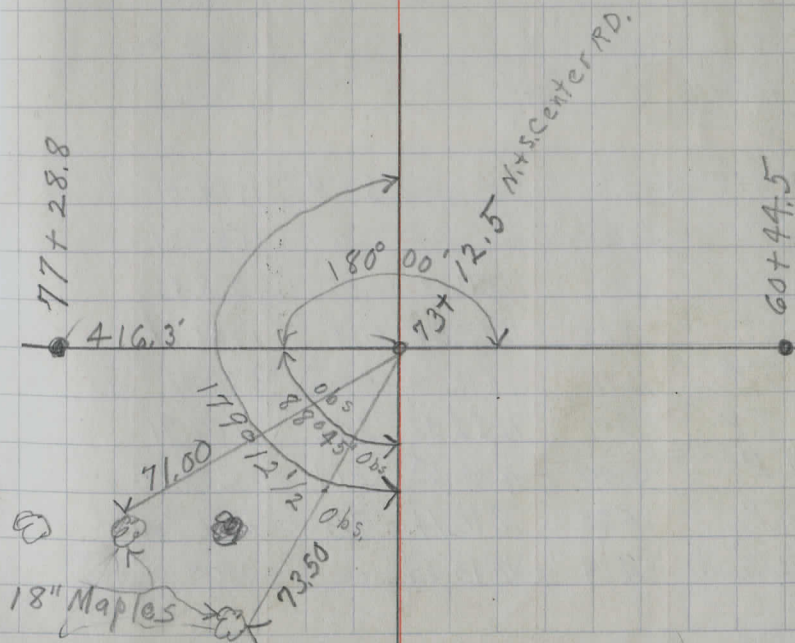
74



5200 | 9456.2
1.791 miles

9456.2

△ 27+21.75
Road Survey, June 1930



LEVELS HELL ROAD

5/31/40 Pomroy - Richards - Hoarford. 4:00 P.M.

65° Cloudy.

T.P.	6.99	1279.14	3.56	1270.15
B+0				70.4
7+0				69.1
6+0				68.6
5+0				68.7
4+0				68.8
3+0				68.3
T.P.	7.55	1273.71	0.88	1266.16
2+0				65.5
1+0				62.9
Sta 0+0				61.2

B.M.			5.04	(1262.00)
T.P.	6.83	1267.04	0.12	1260.21
T.P.	11.80	1260.33	0.45	1248.53
T.P.	13.23	1248.98	0.33	1235.75
T.P.	13.16	1236.08	0.00	1222.92
T.P.	13.01	1222.92	3.62	1209.91
T.P.	6.40	1213.53	3.01	1207.13
T.P.	5.88	1210.14	7.13	1204.26
B.M.	4.29	1213.99		1209.70

59.9
7.1
100' West

3.3
4.6
5.1
5.0
4.9
5.4
1.5
7.1
5.8

8.3
100' South

Spikes South Root 20" Maple 20" H. Sta. 0-6'

Hub. opp. 2nd Post.

2 spks E. side 30' Elm 19 to 20 Lt Princeton Road

+

H.I.

-

F

26				66.9
25				65.6
24				63.2
B.M. # 2		6.86	1261.79	
23				60.0
T.P.	2.29	1268.65	7.44	1260.36
top				58.7
22				58.7
21				59.8
20				61.7
19				64.8
T.P.	0.16	1267.80	6.54	1267.64
18				68.0
17				69.2
16				69.5
15				70.2
T.P.	3.14	1274.18		1271.04
Beginn 6/4/40 class 74°				
T.P.		8.10	1271.04	
14+0				74
13+0				73.3
12+0				74.9
11+0				74.8
10+0				74.9
9+0				73.1
		1279.14		

H.

S

45

1.7
3.0
5.4
5pt H. Root 22' Elm Sta. 23+12 Rht. 19'
8.6

9.5 10.0 11.1 9.1 11.5 11.45 12.5 Fall ok
100 30 FL 9.1 F.L. 30 125 ± 1.0
Dig out est.
130'

Sta. 6' H. of Sta 14+45

8.0
5.8
4.2
4.3
4.2
6.0

B.M.#4 9.43 1215.79 1215.33

+12.5

41

20.5

T.P. 2.46 1225.22 11.91 1222.76

40

24.0

39

28.4

38

31.0

T.P. 0.45 1234.67 12.27 1234.22

37

34.9

36

39.4

35

43.1

T.P. 0.08 1247.09 11.46 1247.01

34

47.1

33

52.1

32

56.0

T.P. 0.47 1258.47 10.22 1258.00

31

58.6

B.M.#3 4.10 1264.12

30

61.2

29

63.2

28

64.0

T.P. 2.19 1268.22 2.62 1266.03 sk 21 to

27

65.3

26+15

67.0

1268.65

Spk W. Root 20' Elm + 70' S.E. of Intersection.

0.0	5.9	4.7	9.7	4.6
70	inlet	4.7	inlet	100
	FL.		FL.	

10.7

6.3

3.7

12.2

7.7

4.0

11.3

6.3

2.5

9.6

Spk N. Root 15" Sweet Cherry 29+70 23' R+

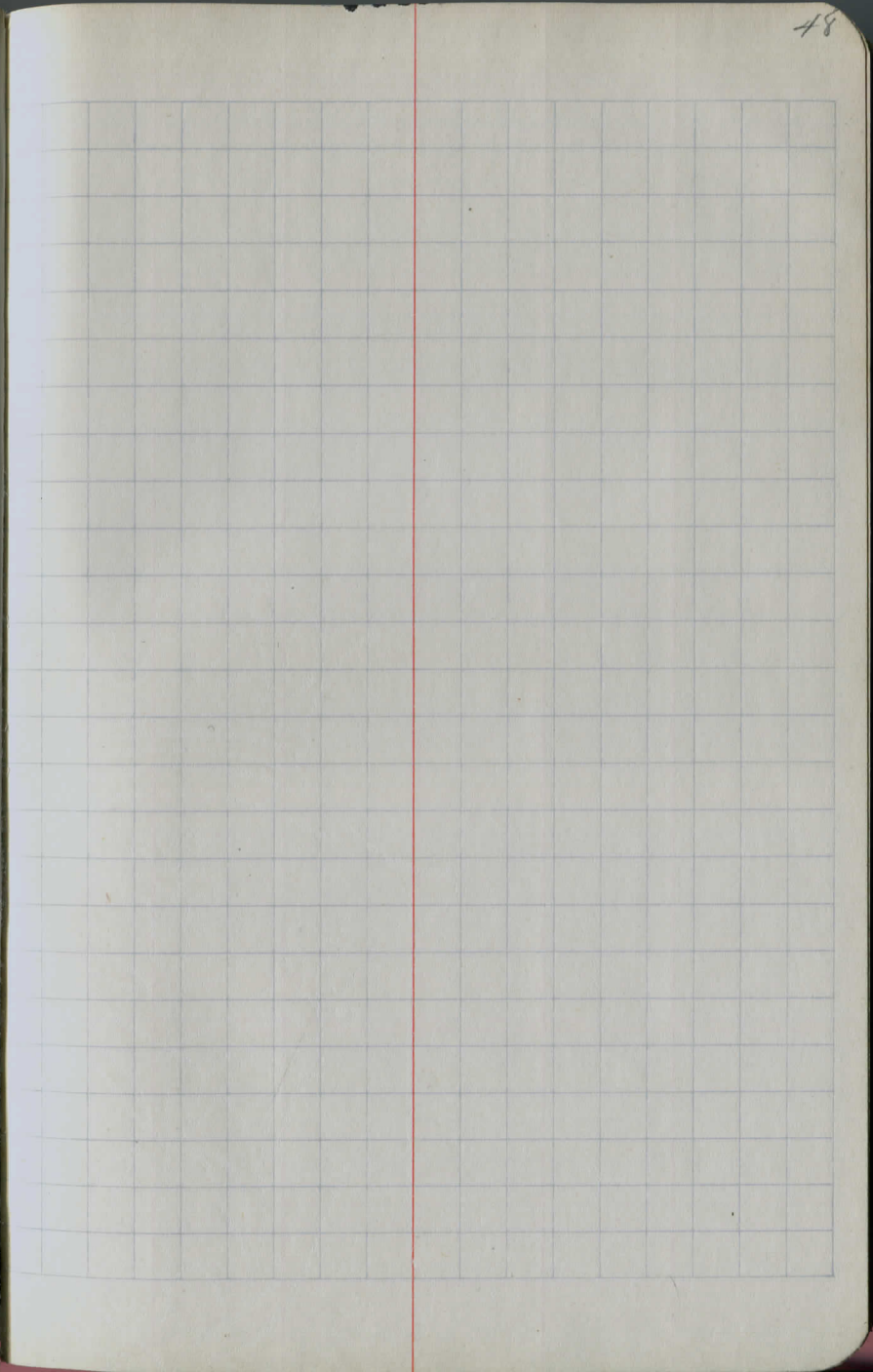
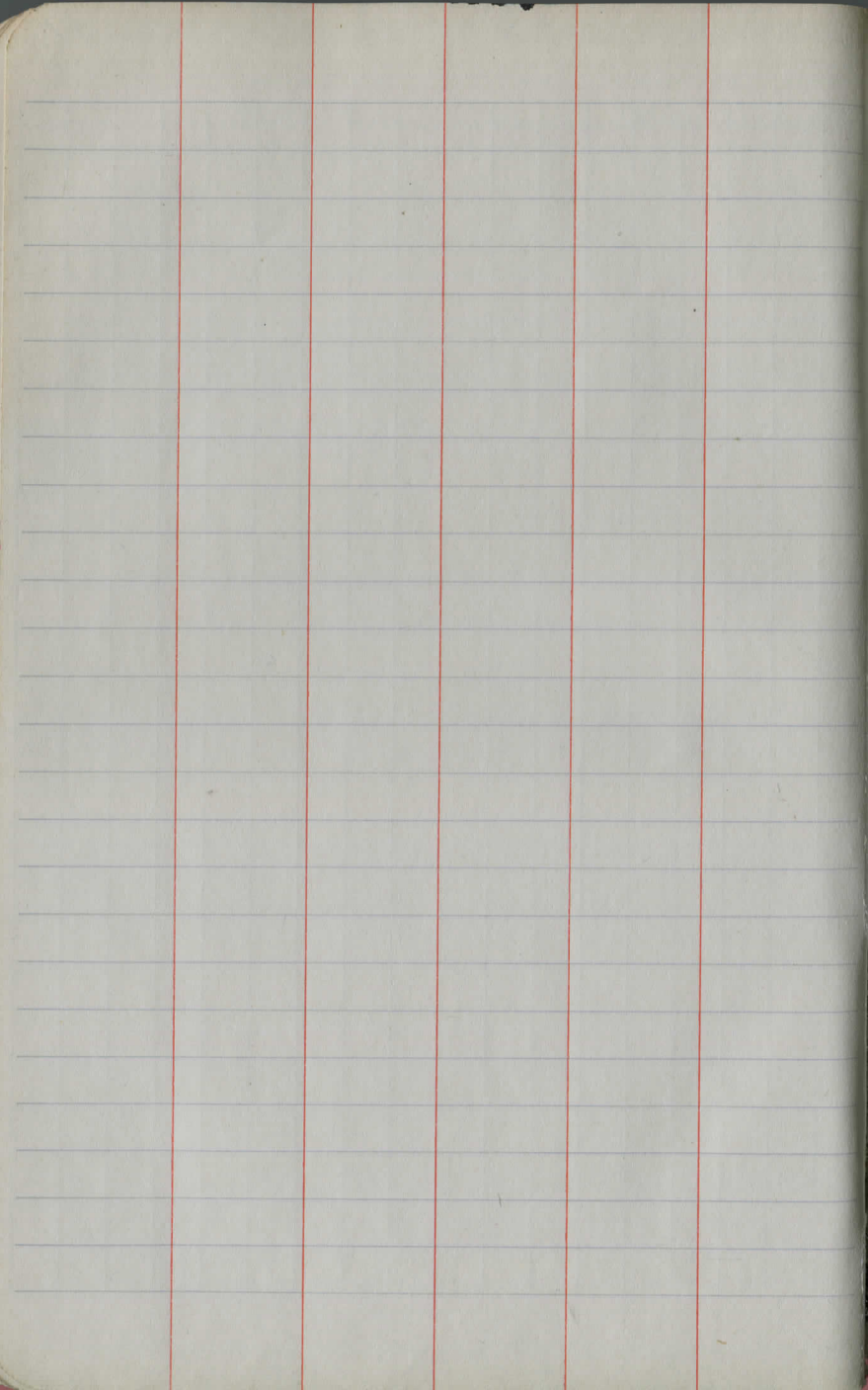
7.0

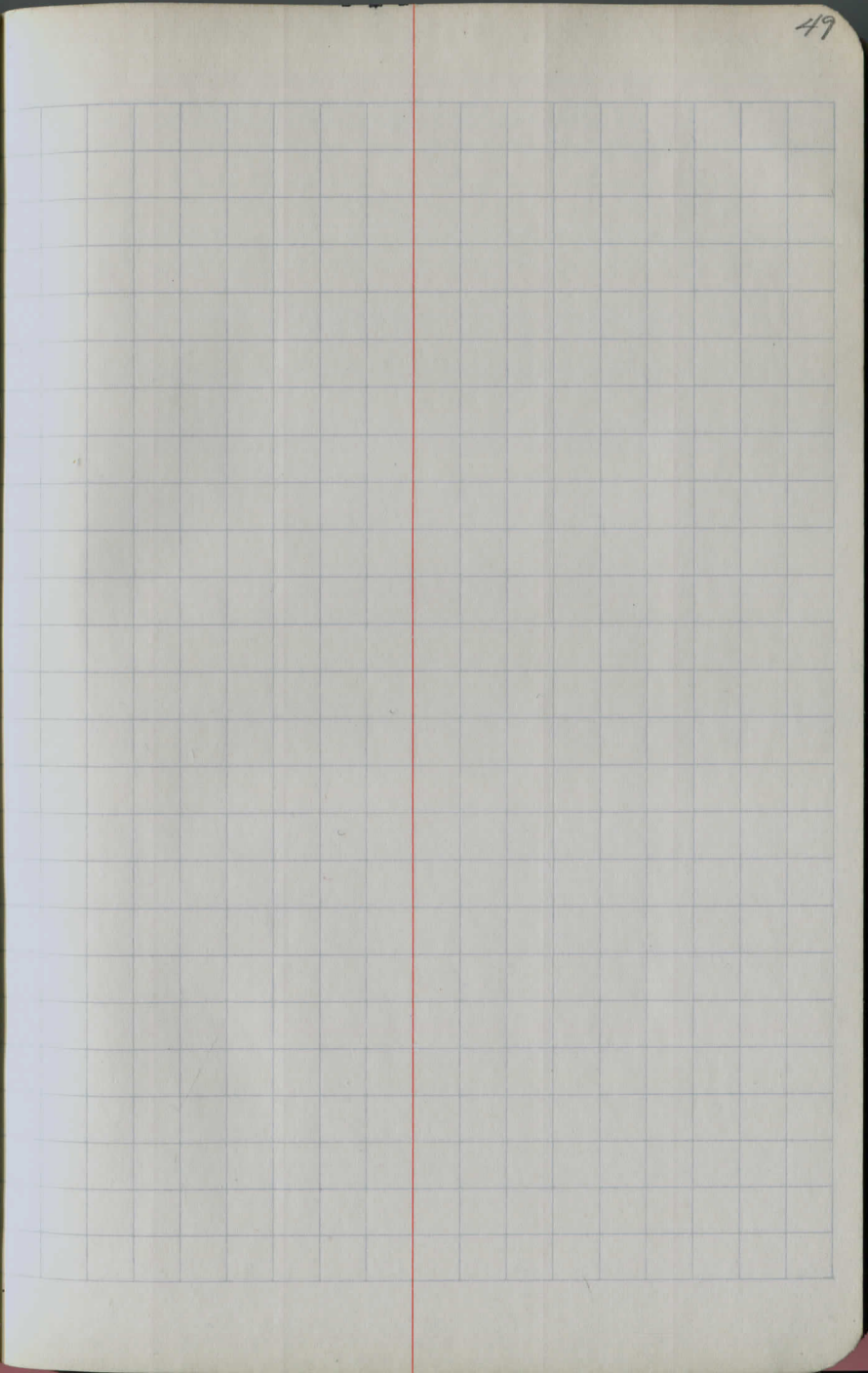
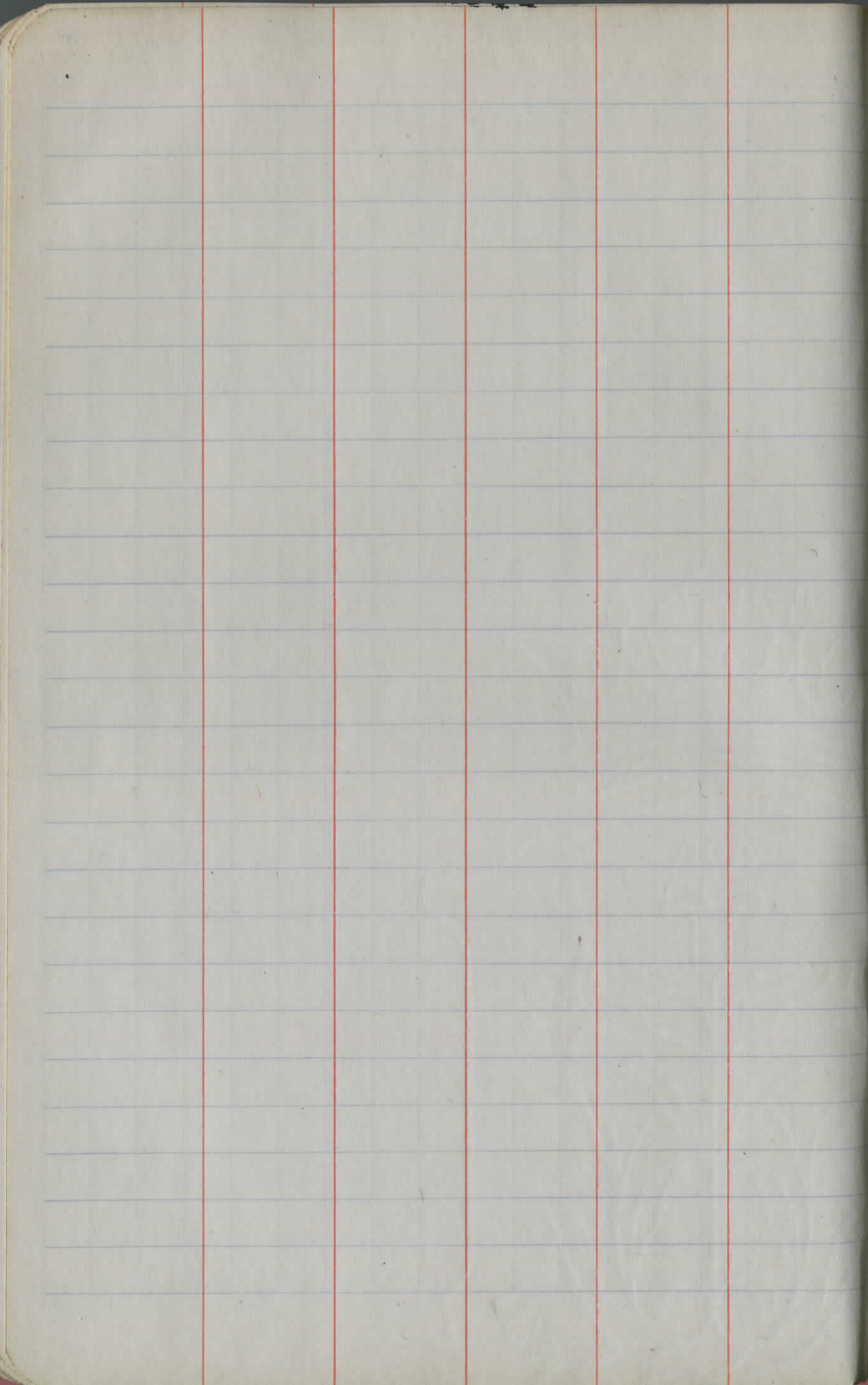
5.0

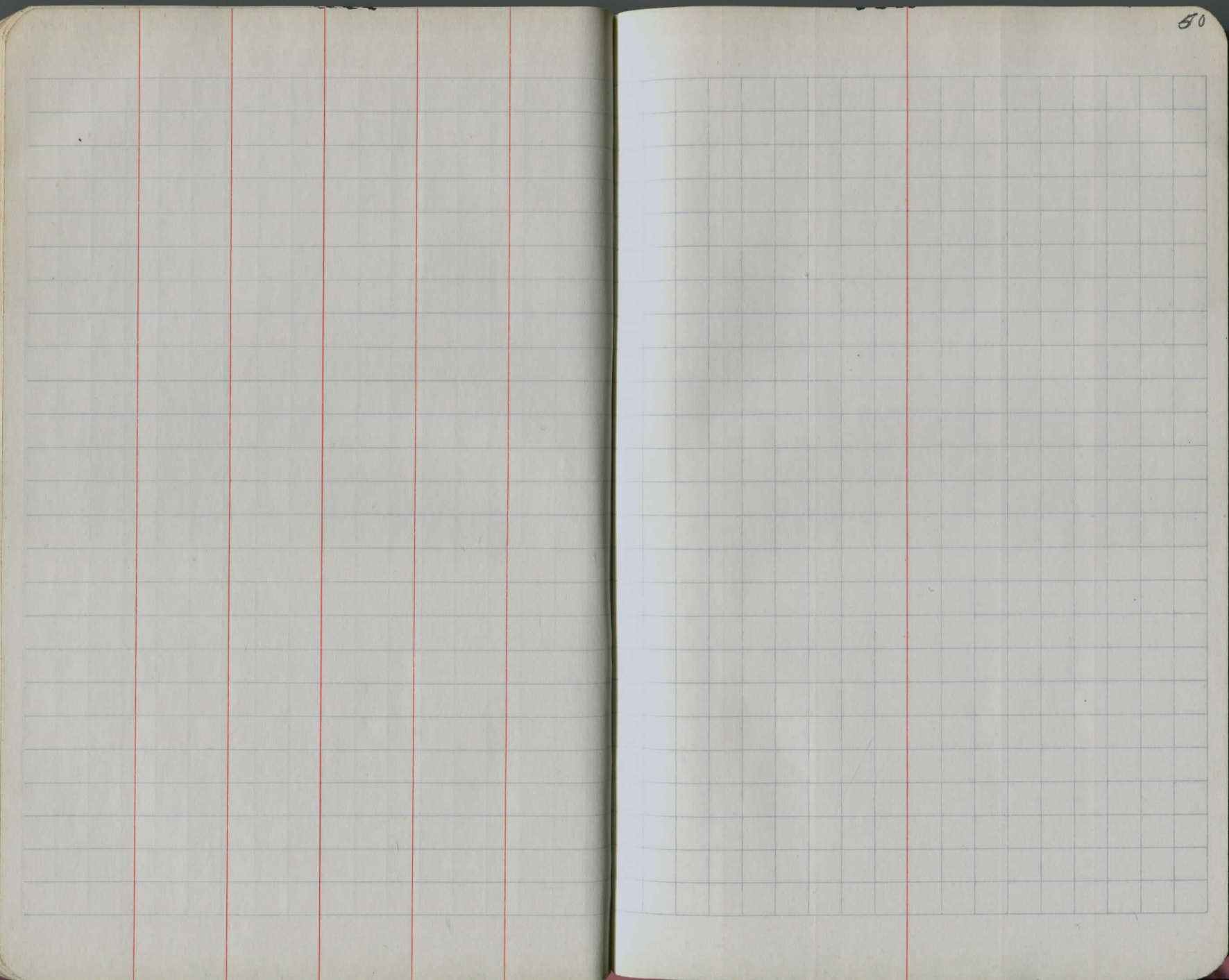
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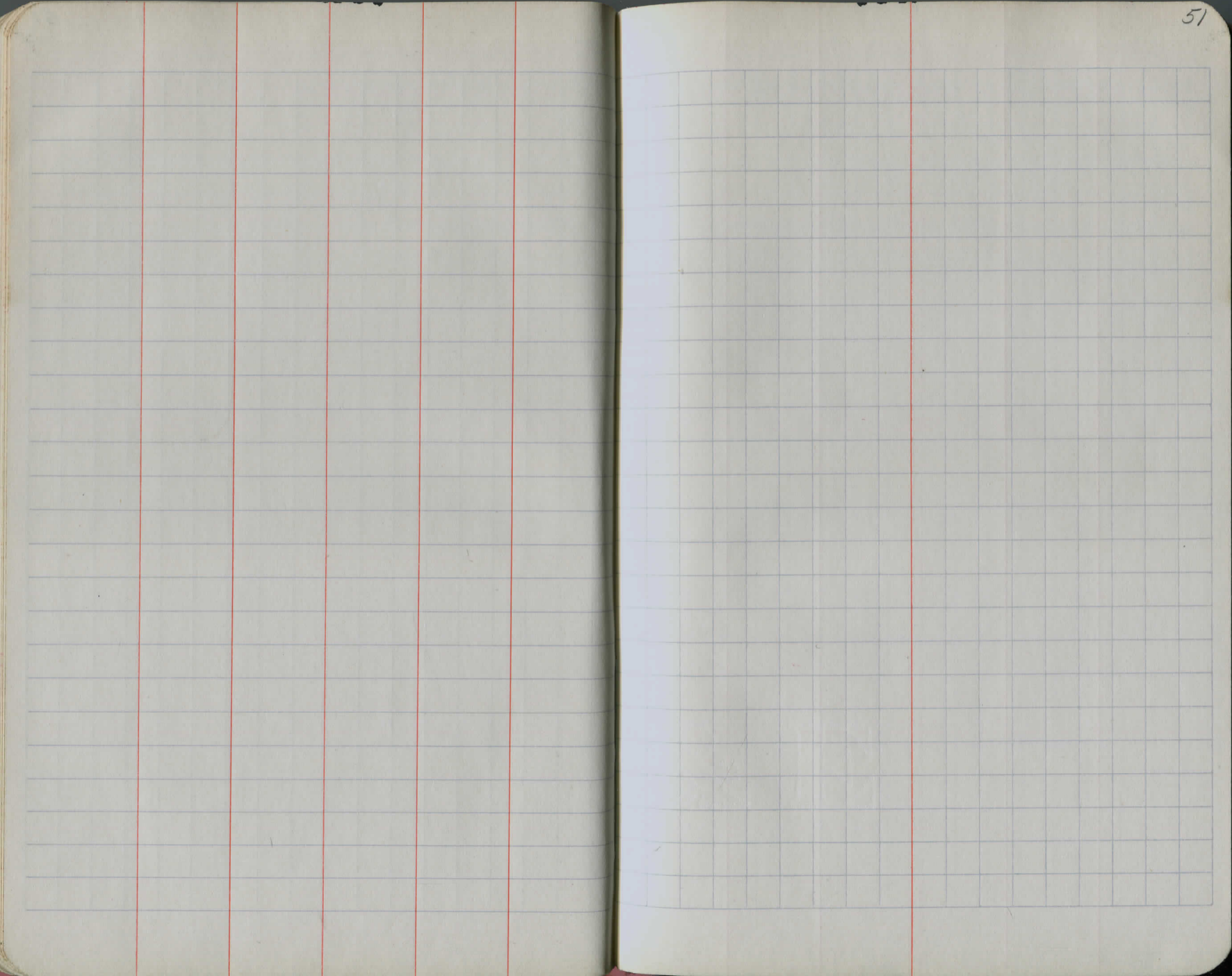
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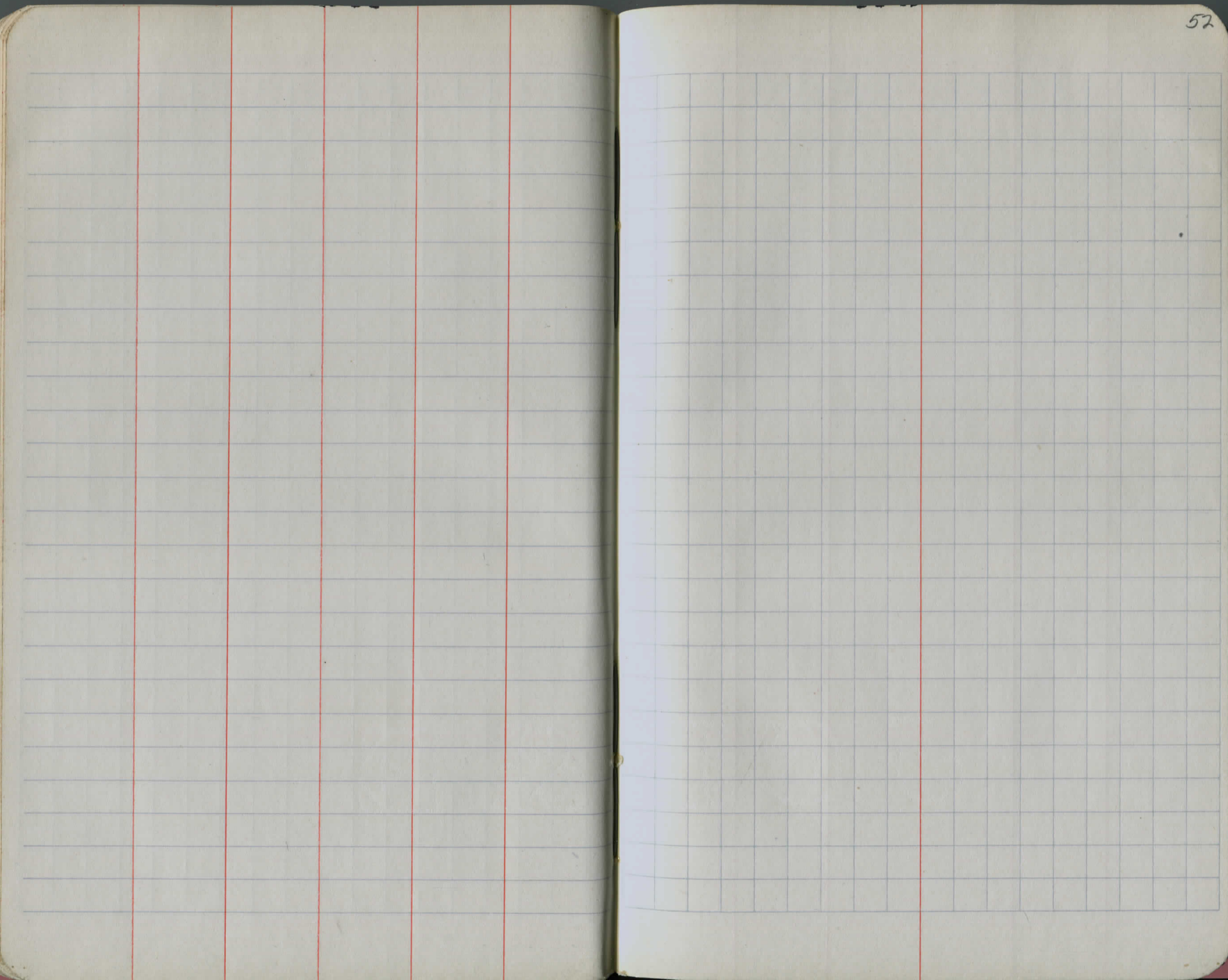
1.6

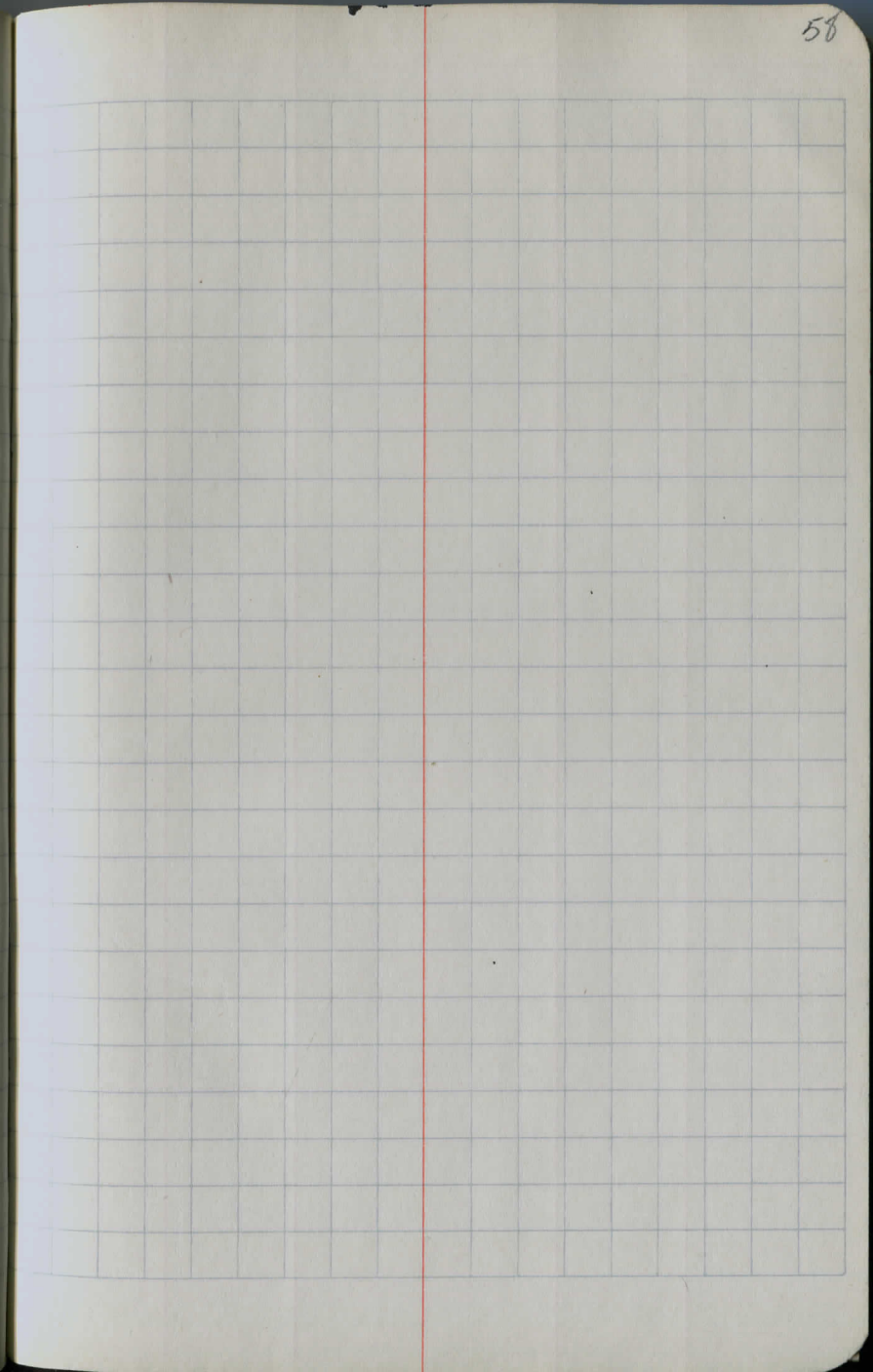
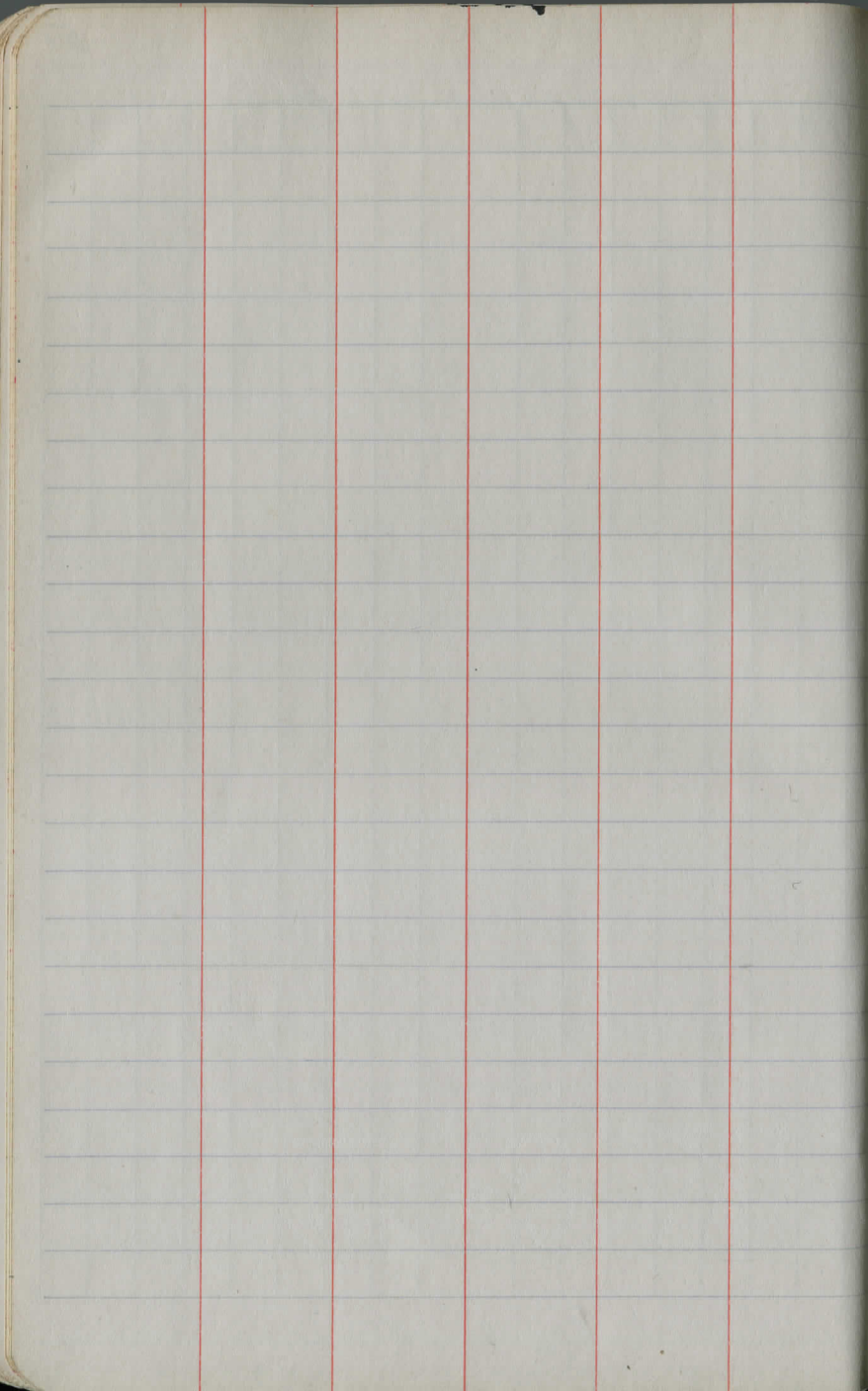


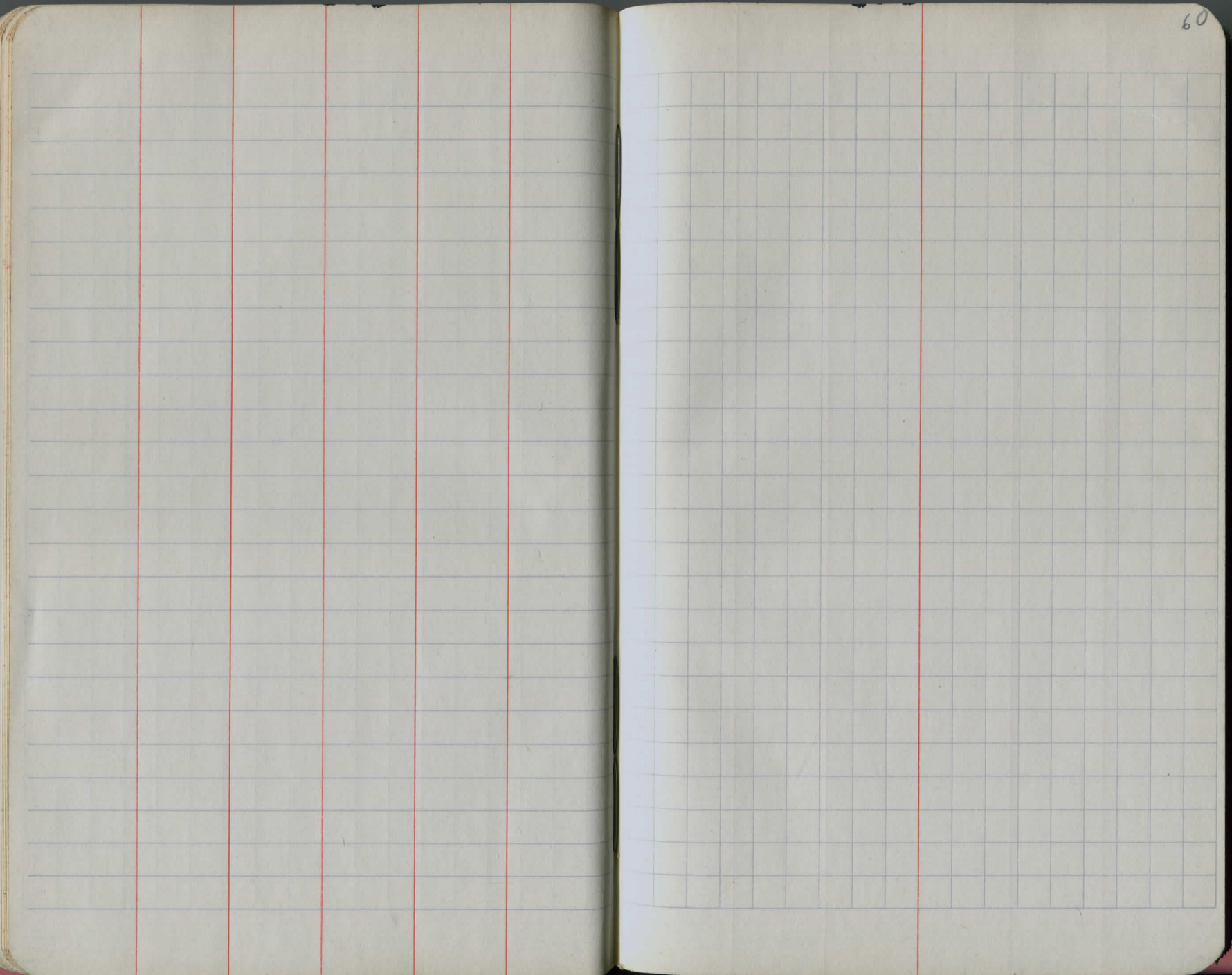


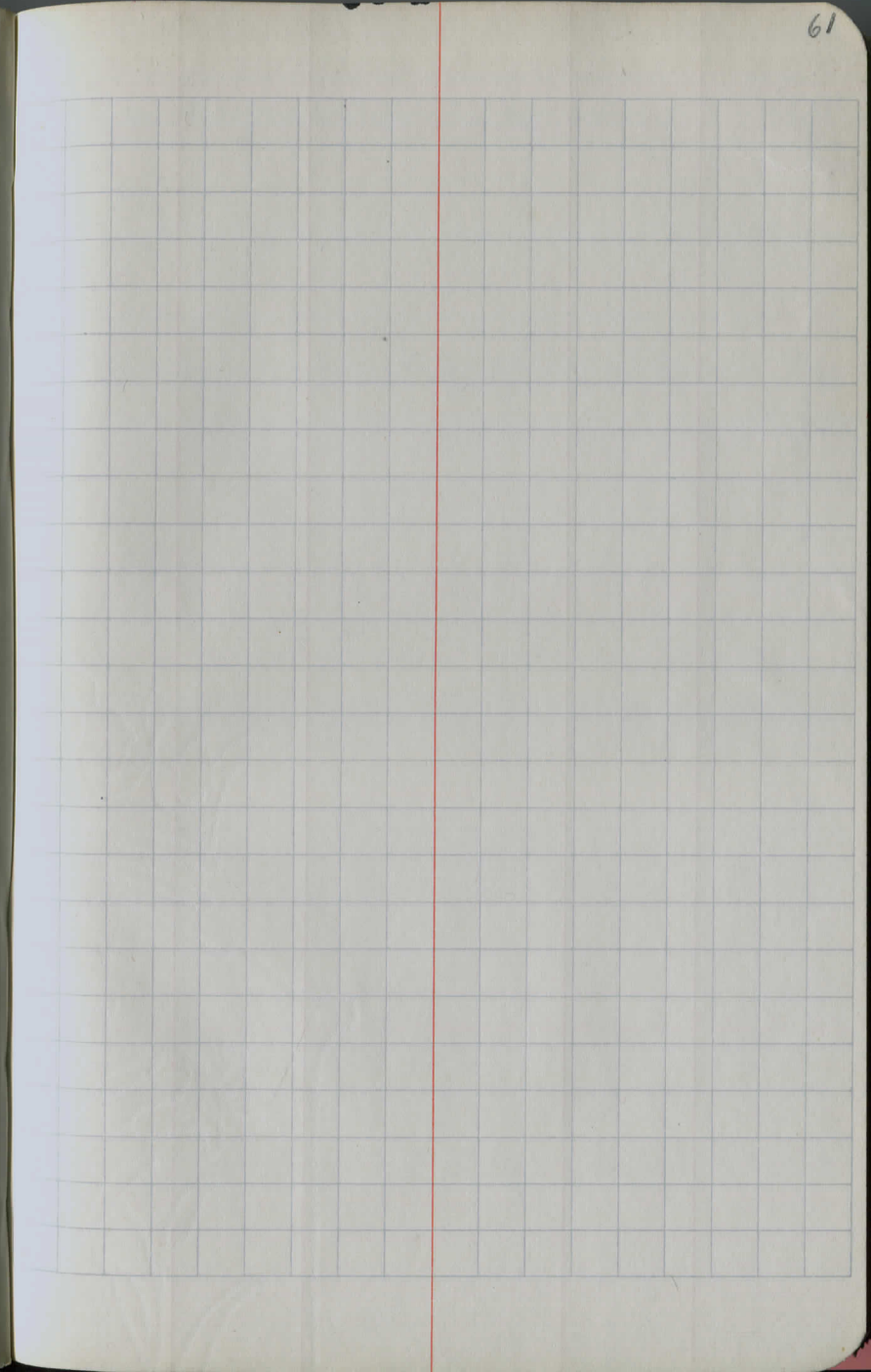
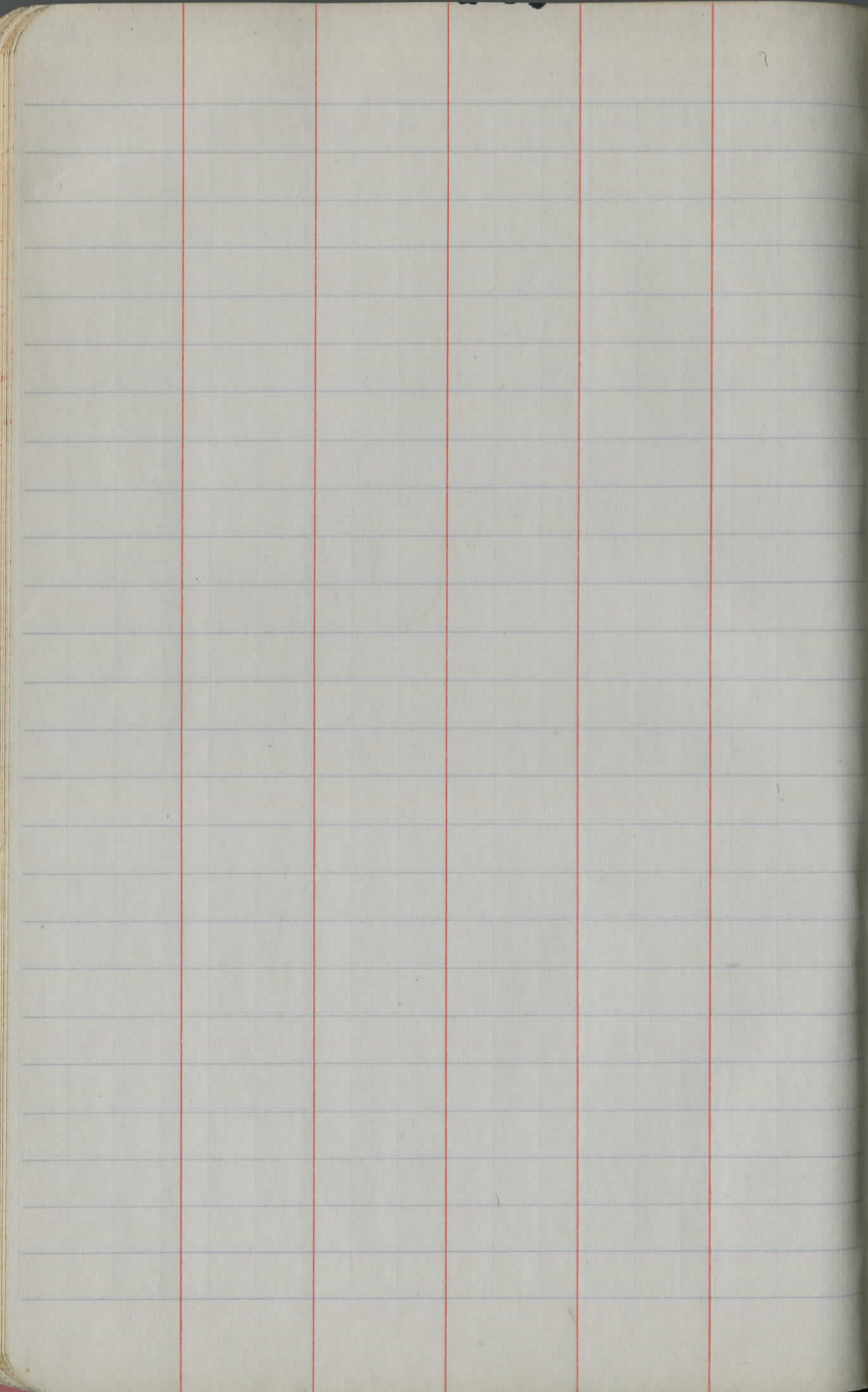


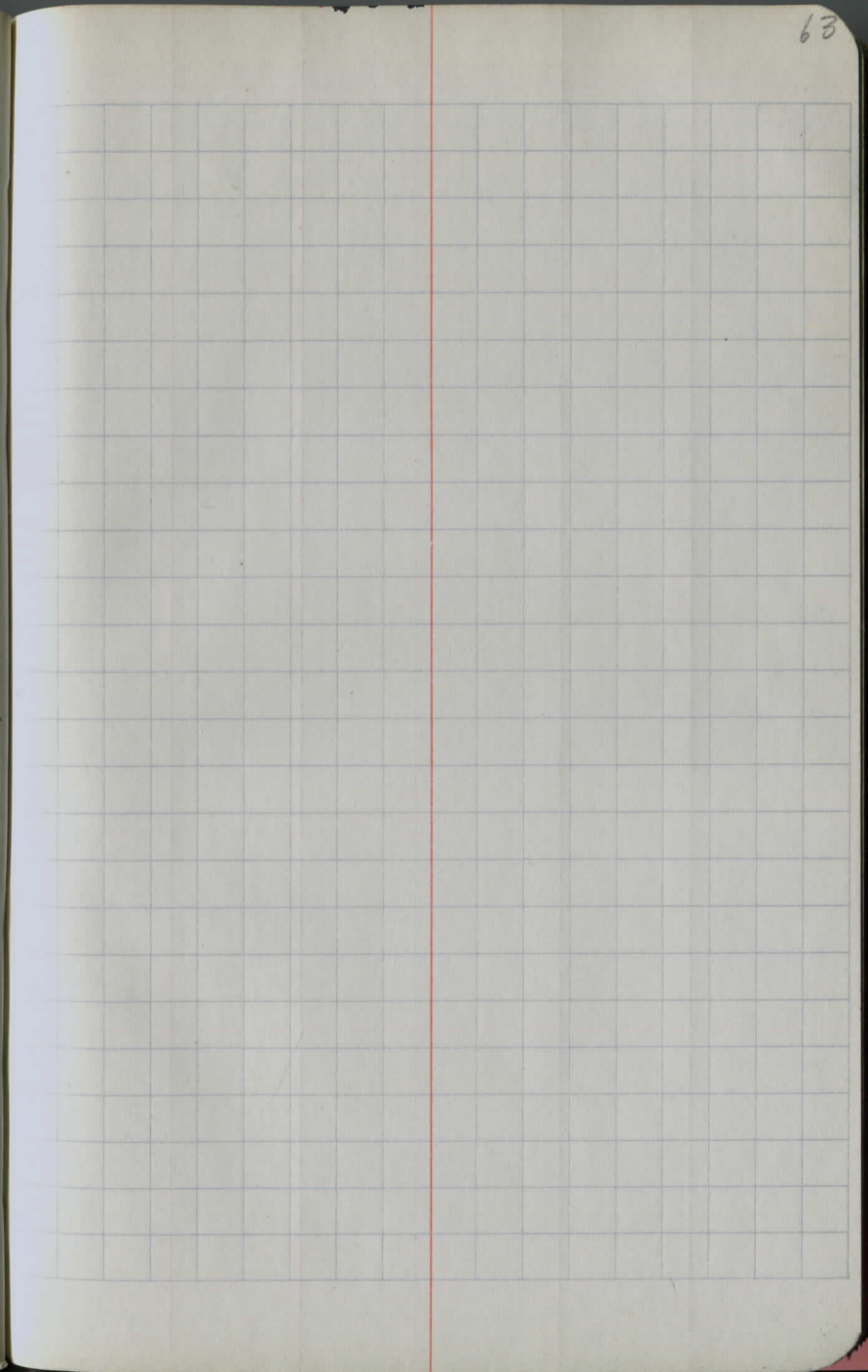
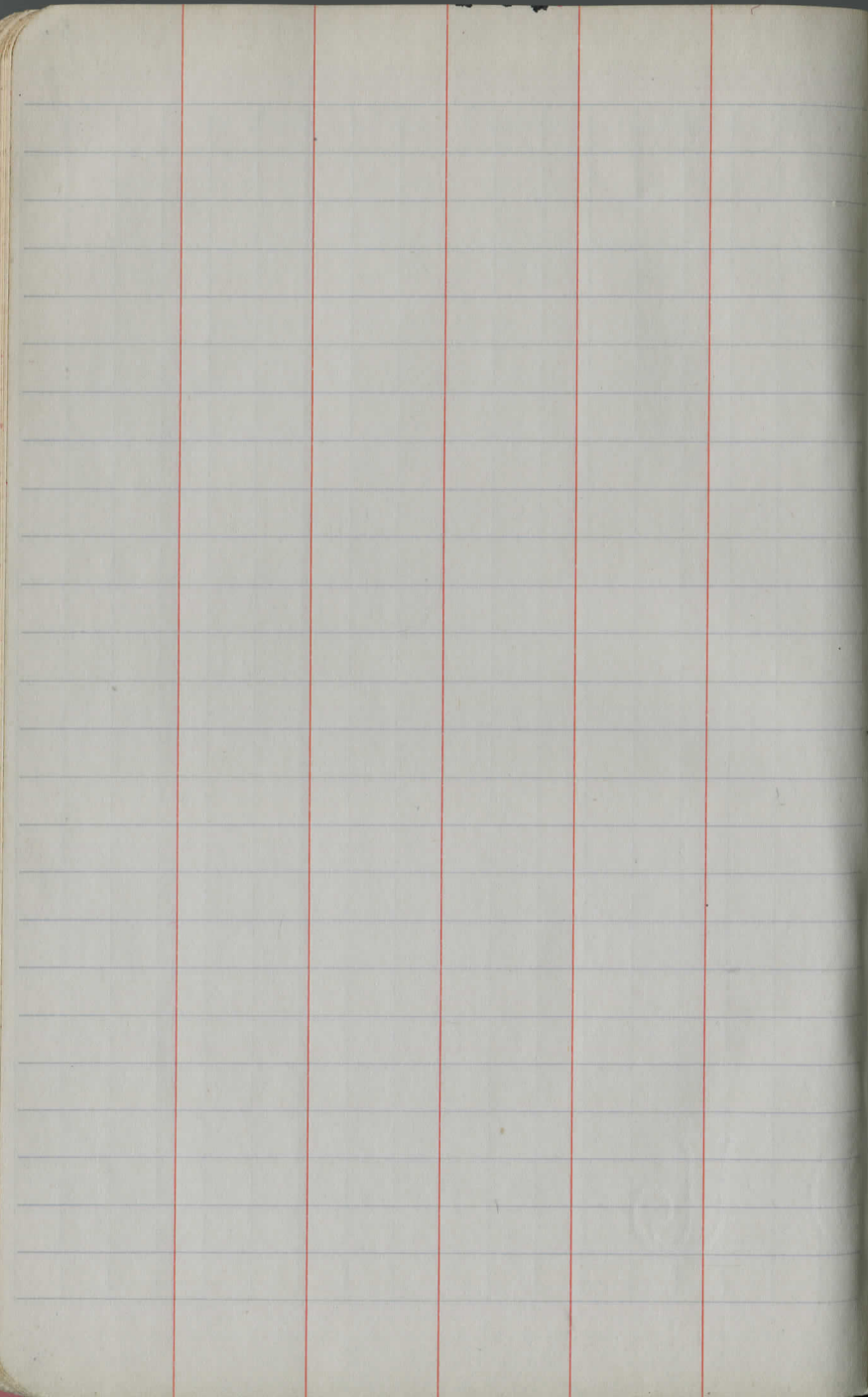


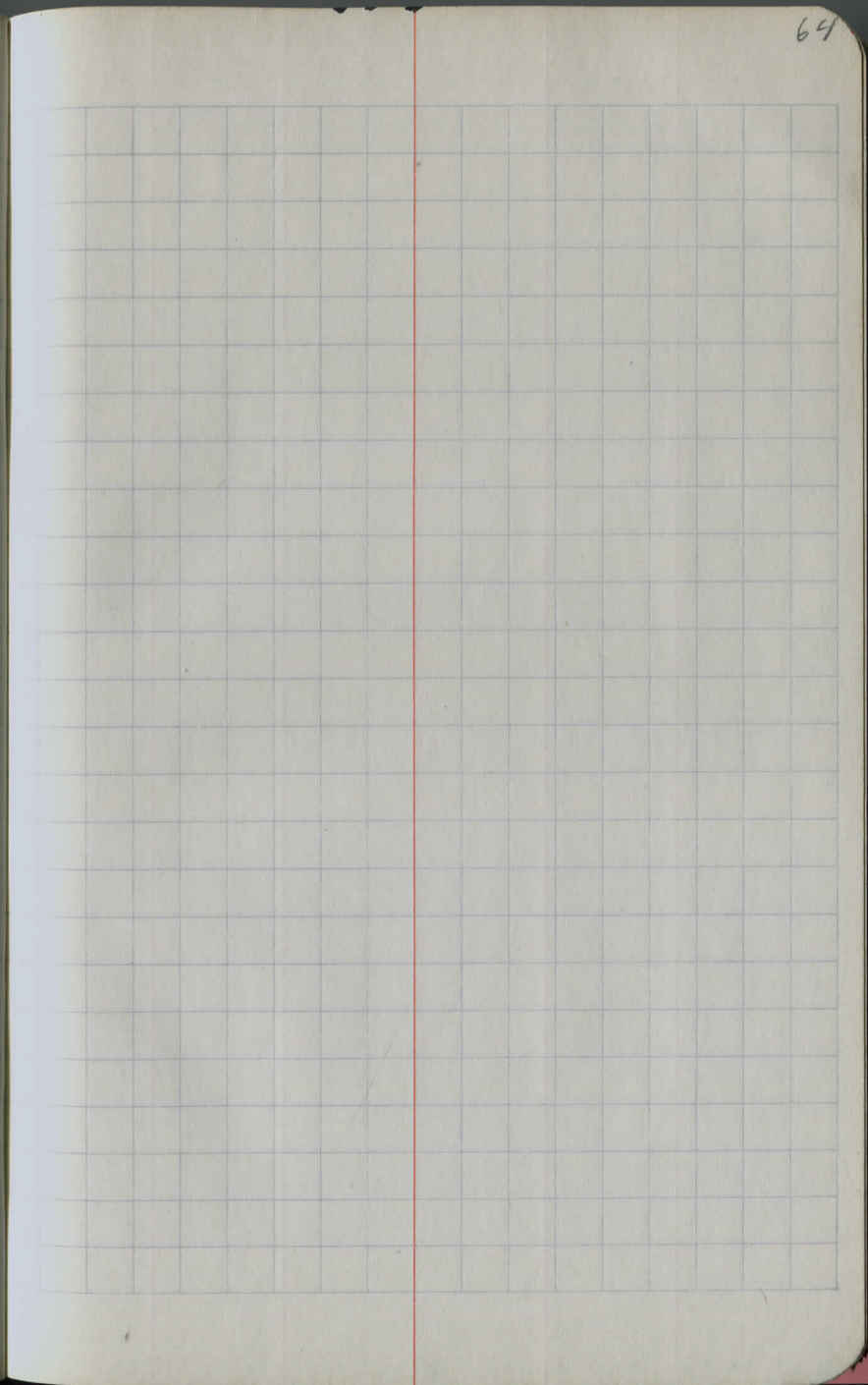
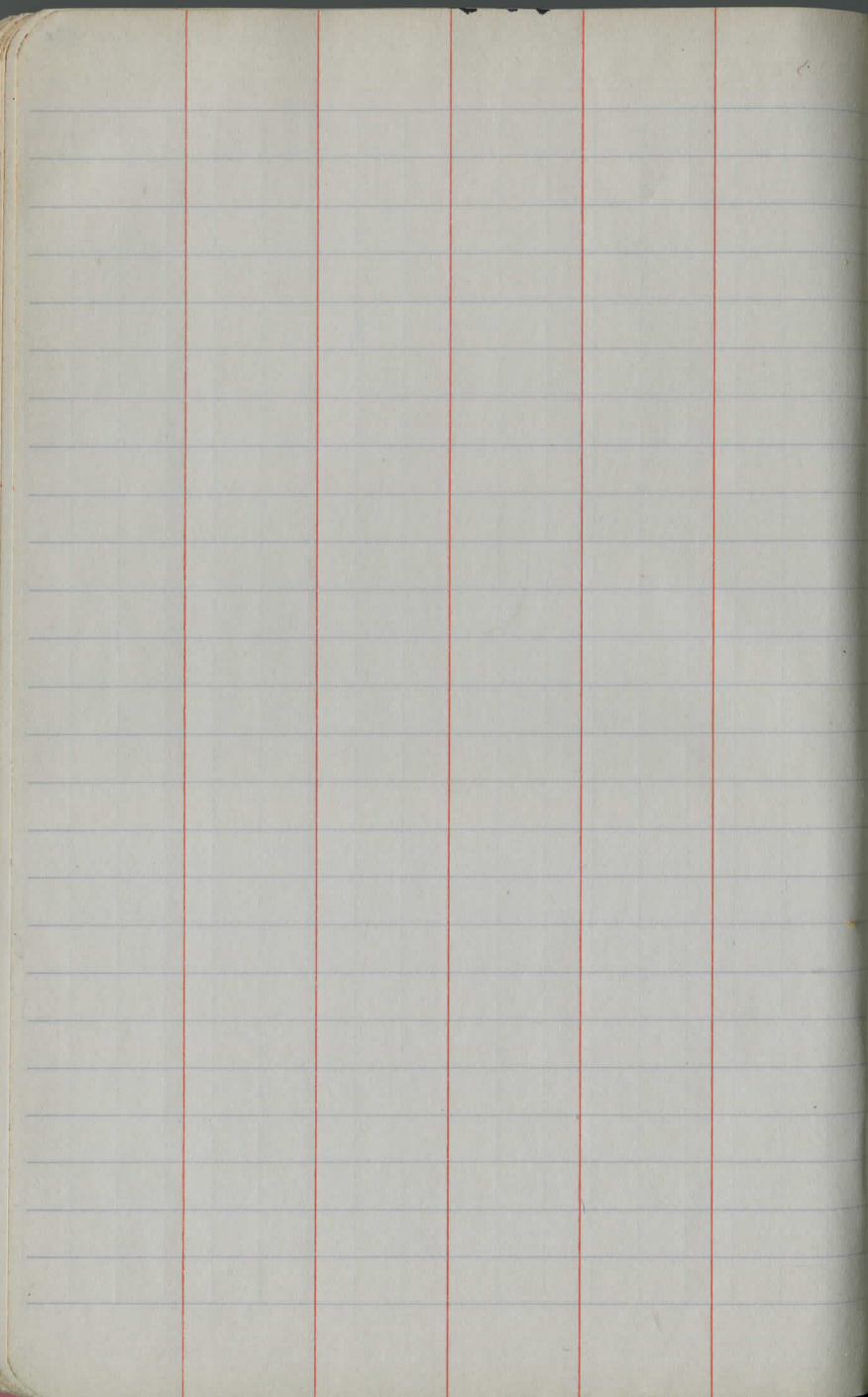


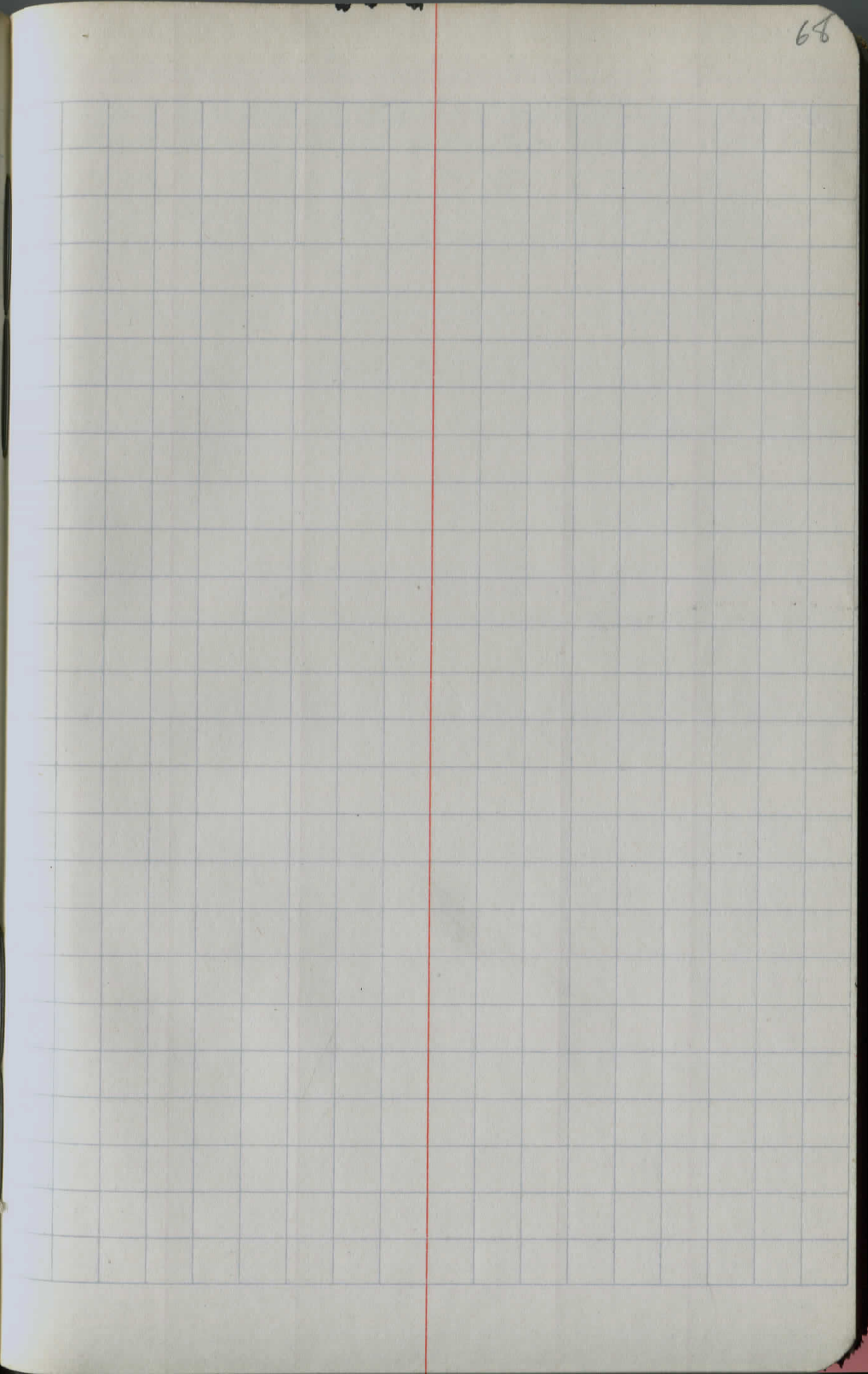
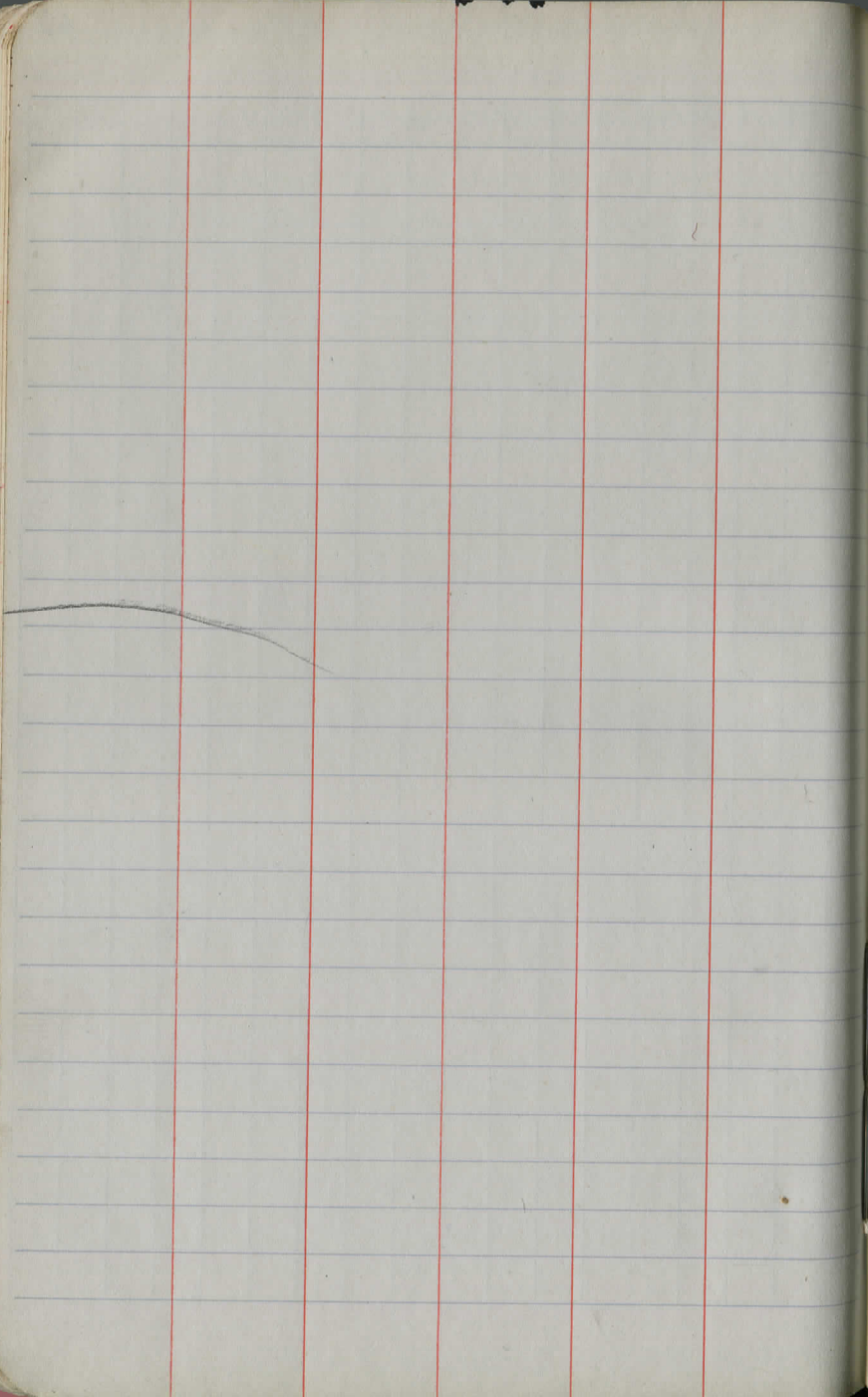


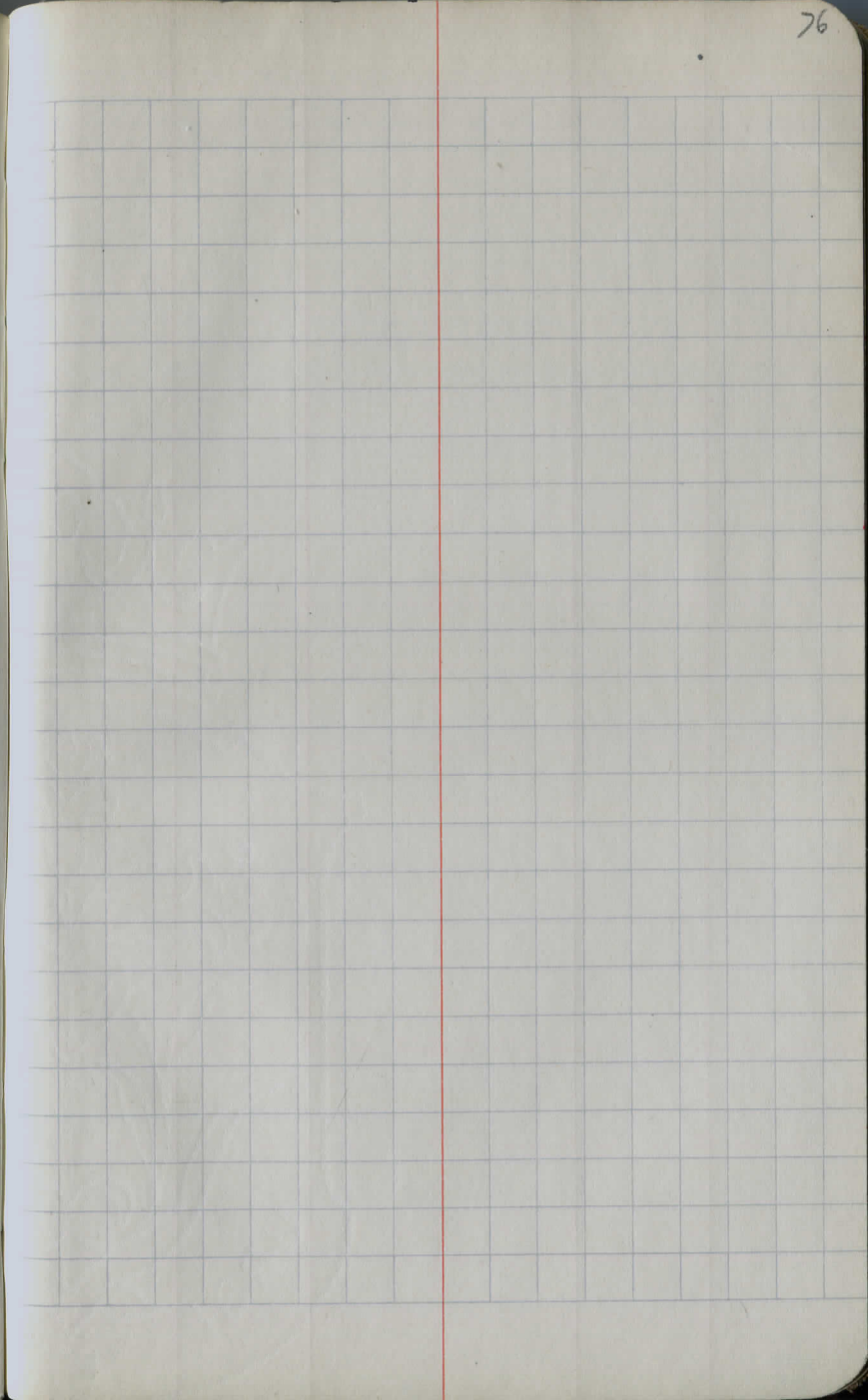
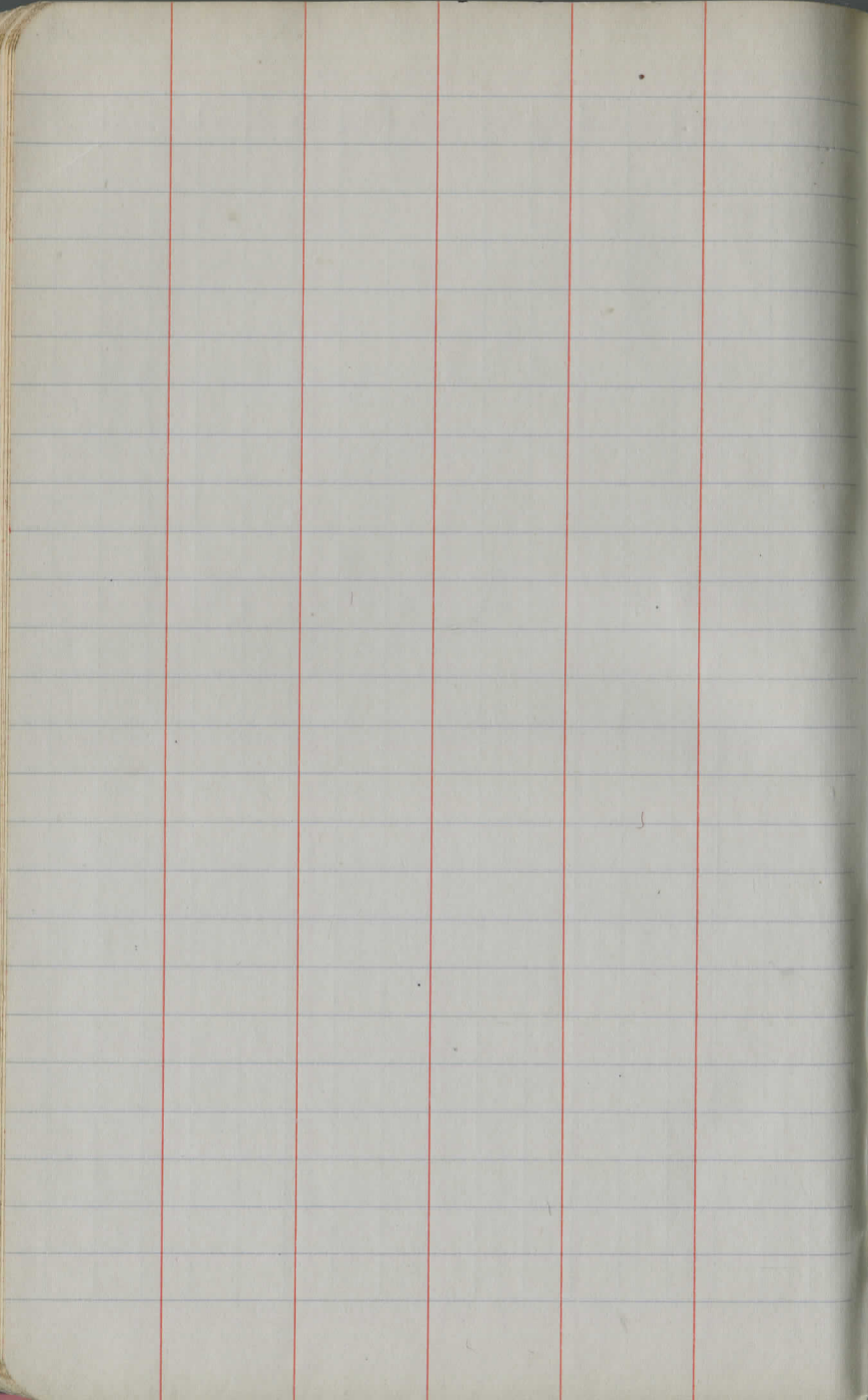


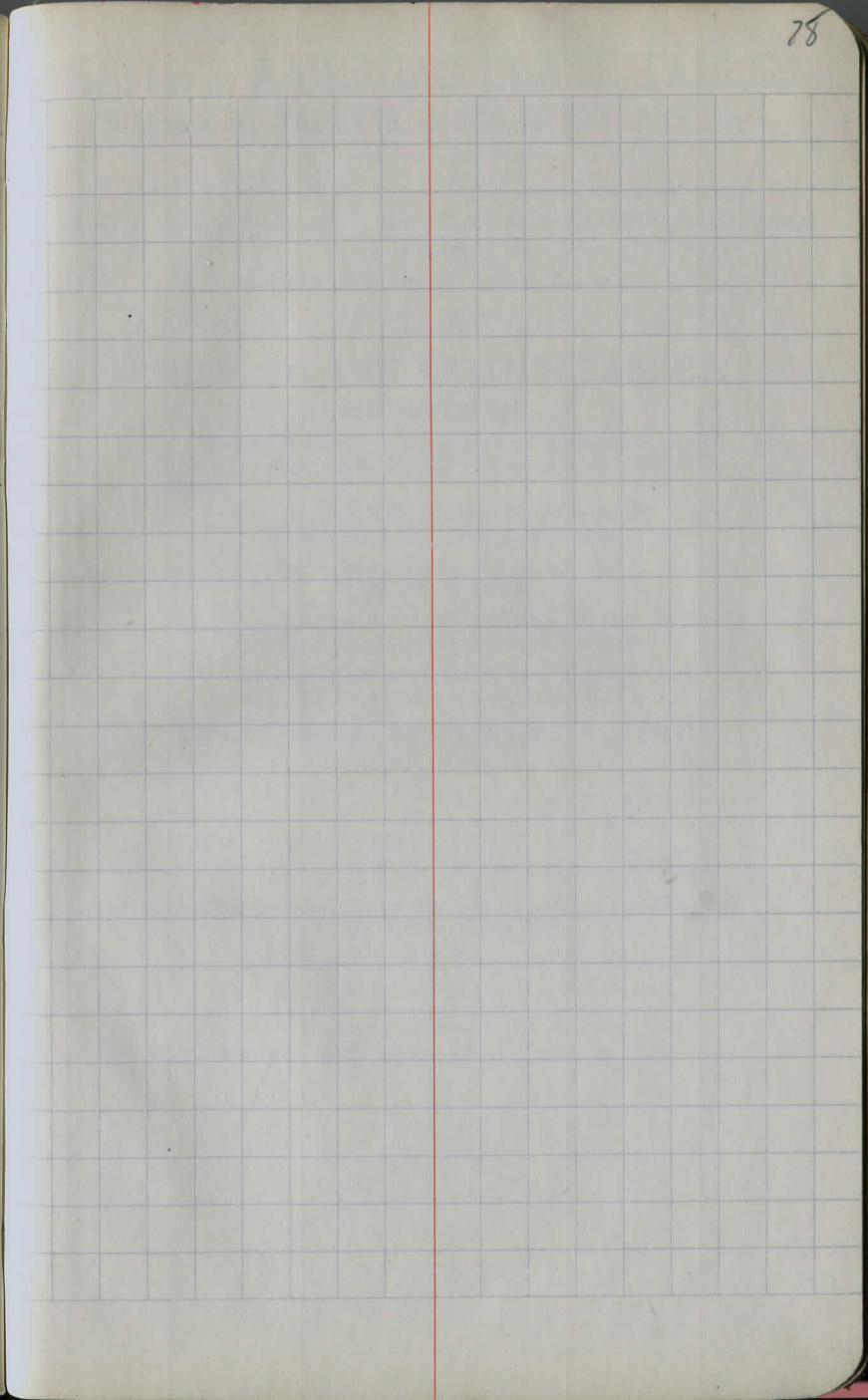
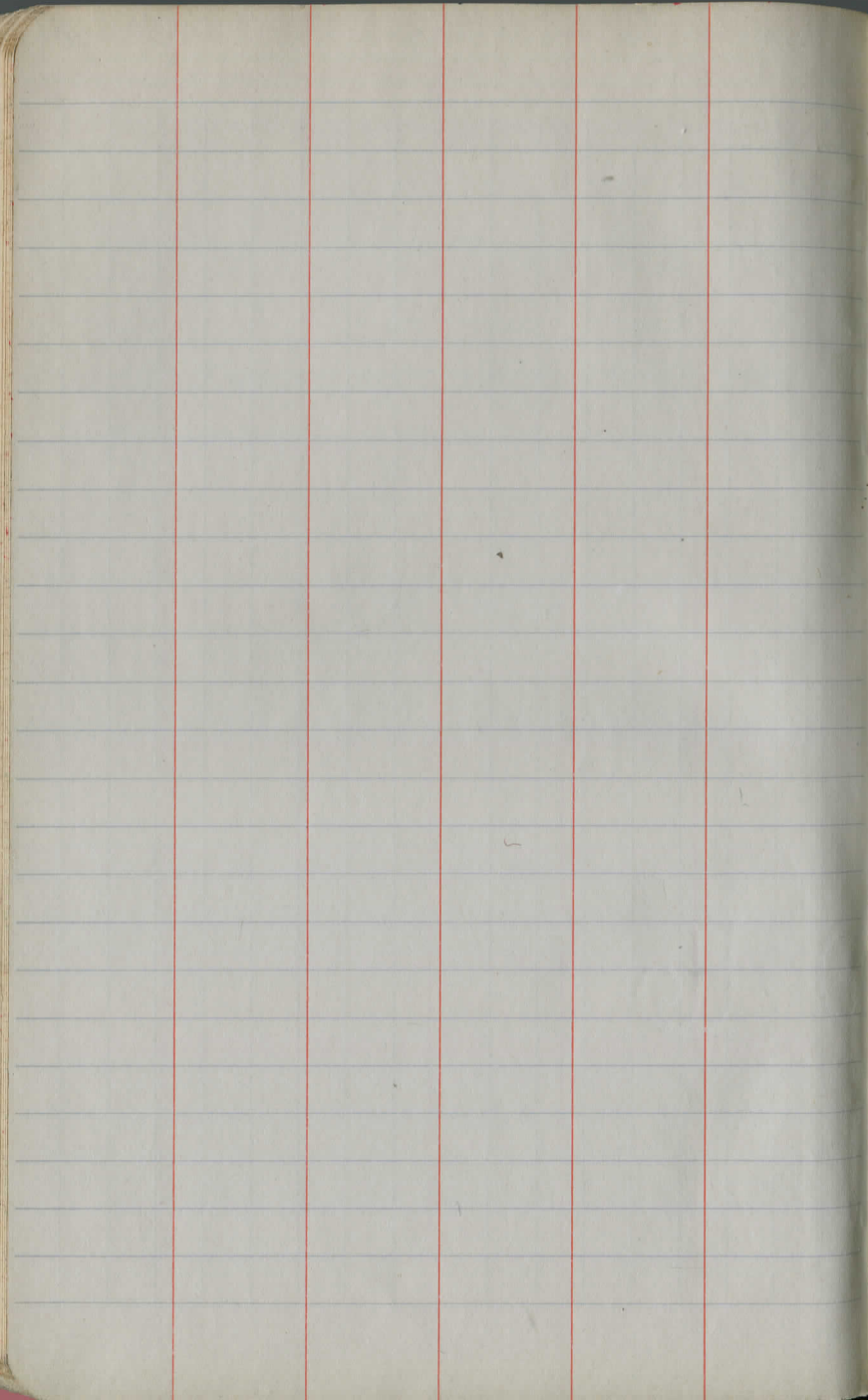












KEITH'S RAILROAD CURVE TABLES.

Published by KEUFFEL & ESSER CO., New York.

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HOW TO USE KEITH'S TABLES.

EXAMPLE.

Wanted a Curve with an Ext. of about 12 ft. Angle
of Intersection or I. P.= $23^{\circ} 20'$ to the R. at Station
542+72.

Ext. in Tab. IV opposite $23^{\circ} 20'$ =120.87
 $120.87 \div 12 = 10.07$. Say a 10° Curve.

Tan. in Tab. IV opp. $23^{\circ} 20'$ =1183.1
 $1183.1 \div 10 = 118.31$.

Tab. V. correction for A. $23^{\circ} 20'$ for a 10° Cur.=0.16
 $118.31 + 0.16 = 118.47$ =corrected Tangent.

(If corrected Ext. is required find in same way)
Ang. $23^{\circ} 20' = 23.33^{\circ} \div 10 = 2.3333$ =L. C.

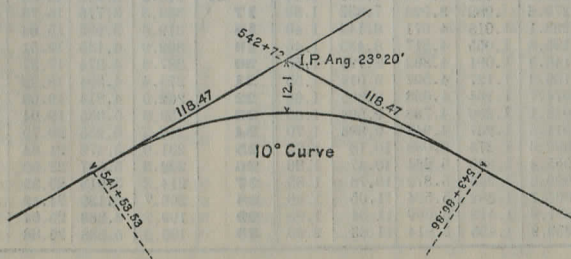
$2^{\circ} 19\frac{1}{2}'$ =def. for sta.	542	I. P.=sta.	542+72
$4^{\circ} 49\frac{1}{2}'$ = " " "	+50	Tan.=	118.47
$7^{\circ} 19\frac{1}{2}'$ = " " "	543	B. C.=sta.	541+53.53
$9^{\circ} 49\frac{1}{2}'$ = " " "	+50	L. C.=	2.33.33
$11^{\circ} 40'$ = " " "	543+	E. C.=sta.	543+86.86
	86.86		

$100 - 53.53 = 46.47 \times 3'$ (def. for 1 ft. of 10° Cur.)= $139.41'$ =
 $2^{\circ} 19\frac{1}{2}'$ =def. for sta. 542.

Def. for 50 ft.= $2^{\circ} 30'$ for a 10° Curve.

Def. for 36.86 ft.= $1^{\circ} 50\frac{1}{2}'$ for a 10° Curve

(These tables are published in Field Books of
KEUFFEL & ESSER Co., New York, N. Y.)



colit
Roadway widths

015
900
13,500

00029
116
101

00130

10 = .01745
13
101.875

634220
400986
332.34

PLEASE RETURN TO GEAUGA COUNTY ENGINEER

COURT HOUSE

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE SIDE SLOPES 1/2 TO 1

CHARDON, O.
PHONE 250-X

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

MADE IN GERMANY.

R.

↙ Pioneer Rd.
 (Princeton to Clay St)

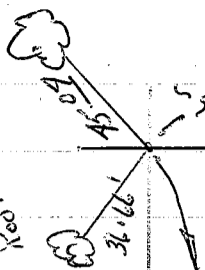
Oct. 1971
 Jim Russell

71+12.5

↙ Clay St

SPK N.W. side
20" Maple

700' R. E. Root
 SPK S.E. side
 30" Maple



↙ Pioneer Rd.
 2667.30' Md.

14745.20

R.L.

11 P. fd.

29.94

11 P. fd.

$\Delta 0^{\circ}05' R.$
 (Obs.)

43.97
 SPK N. side 4" Elm

Nail set at
 $\pm 0+00$

180°

SW. So. Root
 24" Maple

↙ Princeton Rd

27.53'

0+00

15.32

SW. S.E. Root
 24" Maple

749.72
(Record)

- 11 P. fd. & used to
 establish Alignment of
 Pioneer Rd. Distance not
 measured East to establish
 alignment of Pioneer & Princeton

↙ Princeton Rd.

