Thompson-Leroy
THOMPSON TP

119

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.

FOR SINGLE TRACK EXCAVATION.

	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
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
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 Julien A. Hall, M. Am. Soc. C. E.

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

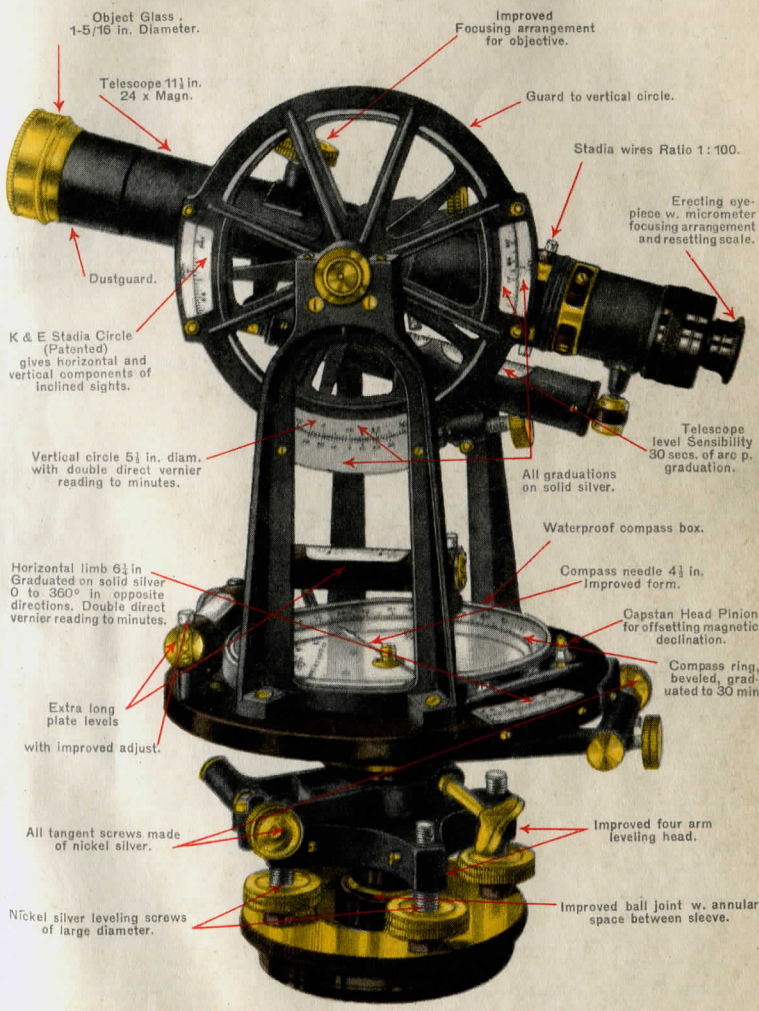
Thompson Center Rd. - No. 7
Sections - ABCDE
Pg - 1-65

1955 NOTES

Pg 67

(19)

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



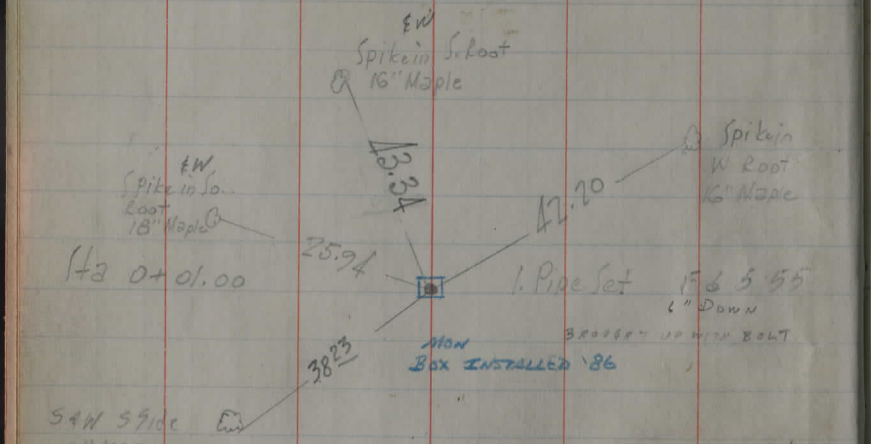
ALSO MADE WITH

INTERNAL FOCUSING TELESCOPE

PRACTICALLY DUST AND MOISTURE PROOF.—

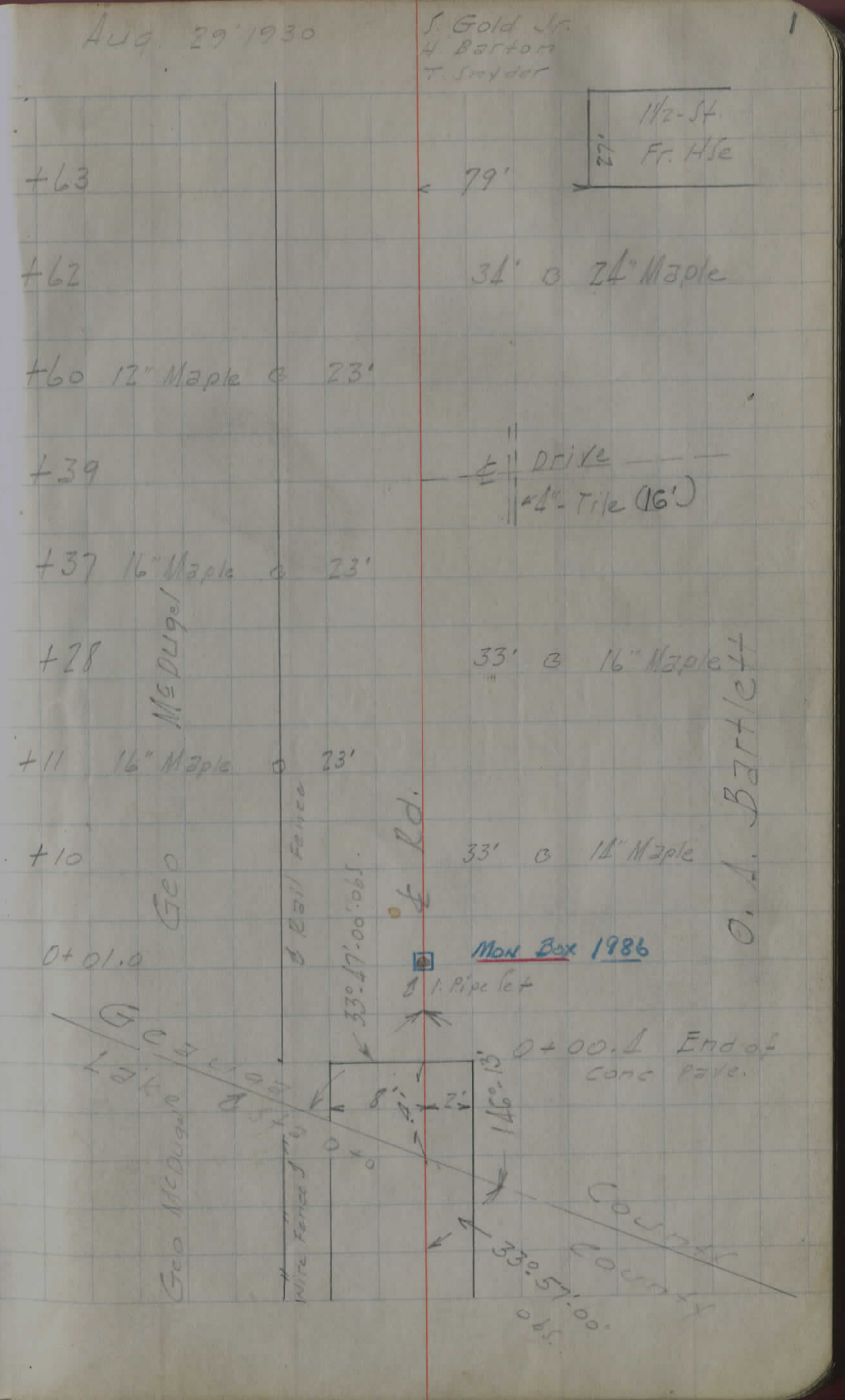
Thompson - Le Roy Rd.

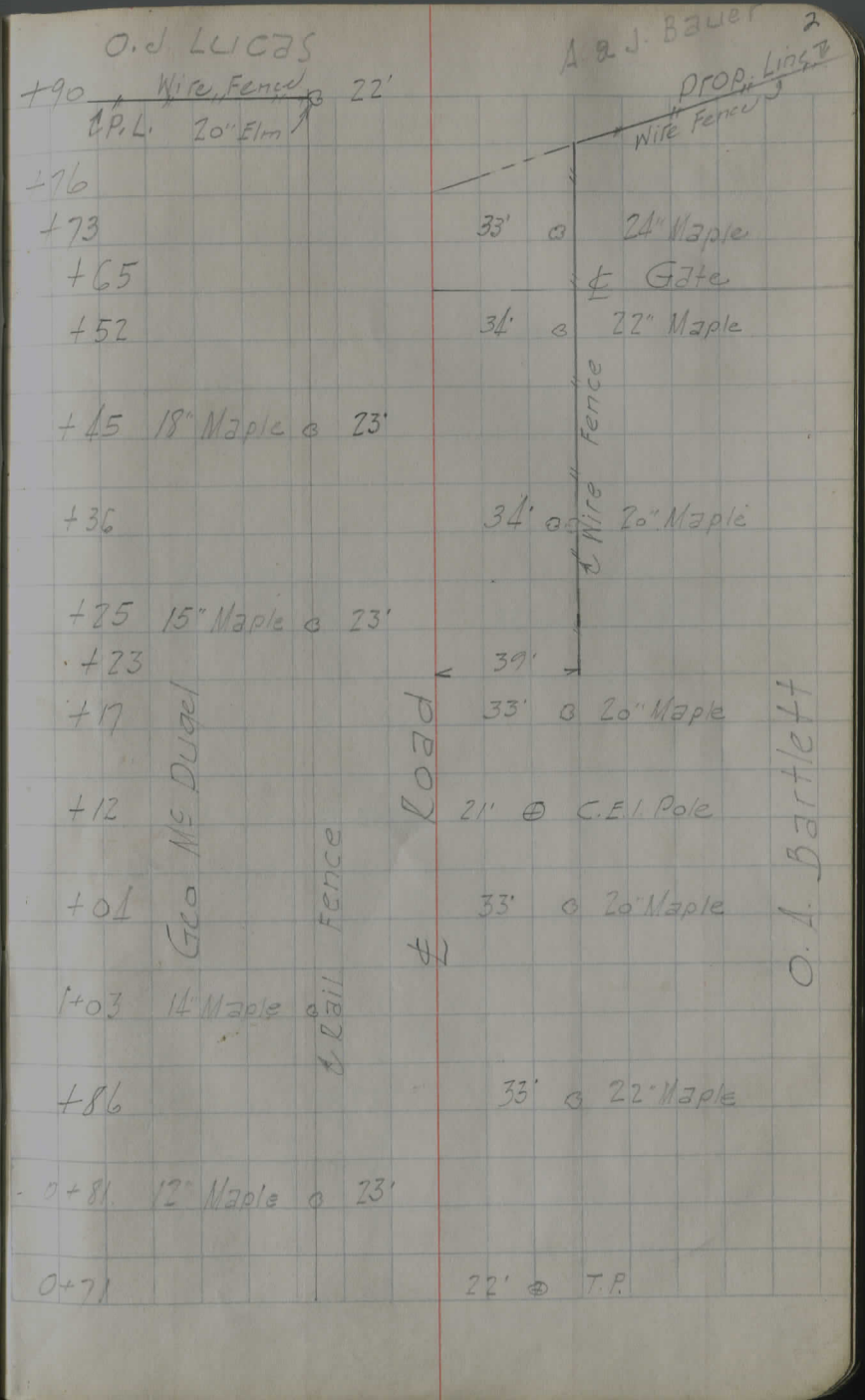
NOTE! See pg 19 et seq in Fd. Bk. # 120 for ℄ retracement

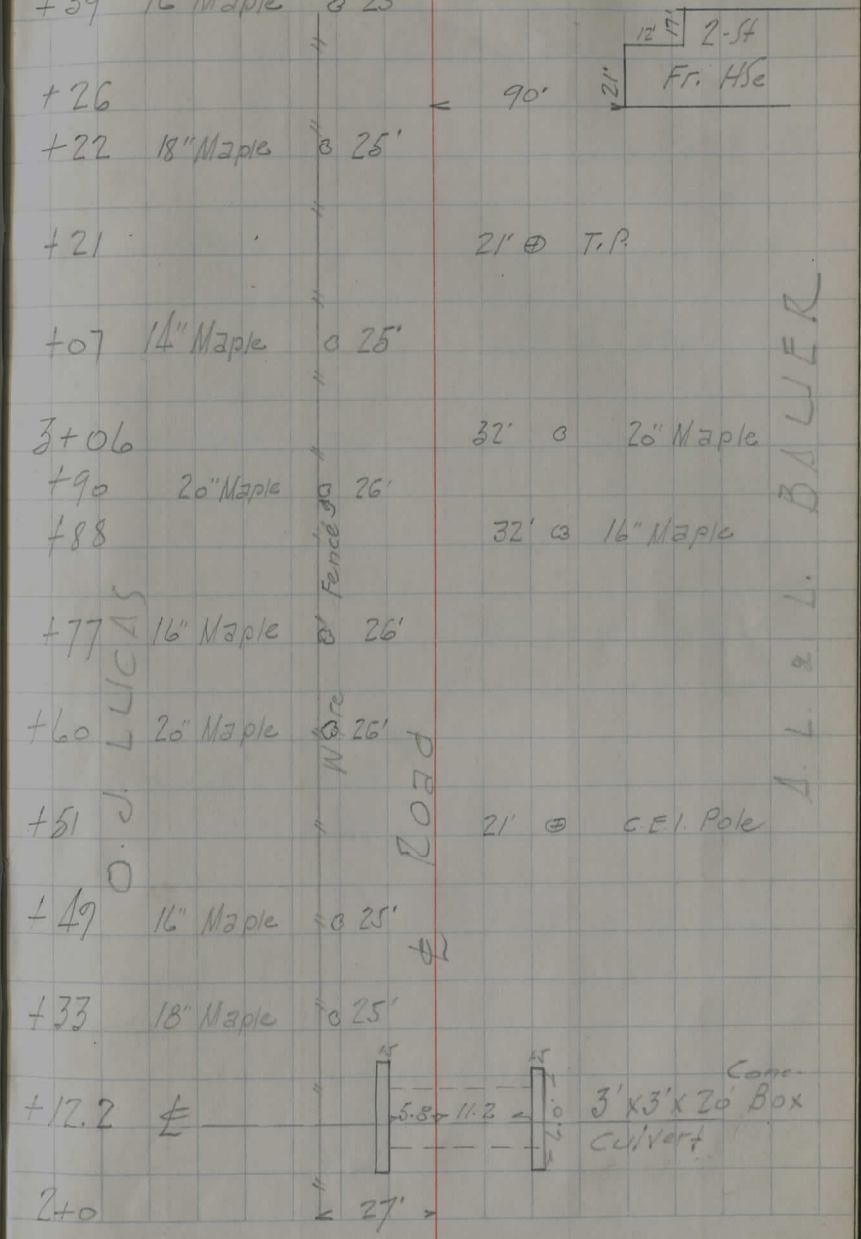


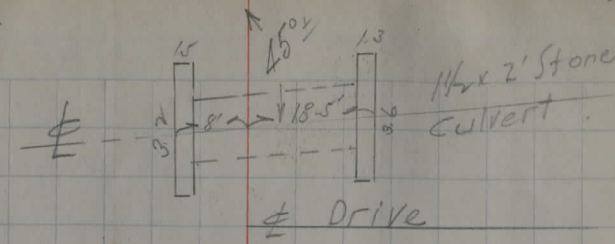
Aug 29 1930

S. Gold Jr.
H. Barton
T. Snyder




O. J. LUCAS
+90 Wire Fence 22'
P. L.
20" Elm
+76
+73
+65
+52
+45 18" Maple 23'
+36
+25 15" Maple 23'
+23
+17
+12
+01
1+03 14" Maple
+86
0+81 12" Maple 23'
0+71
Geo Mc Dugal
Rail Fence
Road
A. & J. Bauer
Prop. Line
Wire Fence
33' 24" Maple
℄ Gate
34' 22" Maple
℄ Wire Fence
34' 20" Maple
39'
33' 20" Maple
21' C.E.I. Pole
33' 20" Maple
33' 22" Maple
22' T.P.
O. J. Bartlett


+39 16" Maple @ 25'
+26
+22 18" Maple @ 25'
+21
+07 14" Maple @ 25'
3+06
+90 20" Maple @ 26'
+88
+77 16" Maple @ 26'
+60 20" Maple @ 26'
+51
+49 16" Maple @ 25'
+33 18" Maple @ 25'
+12.2 ℄
2+0
12'
17'
2-St
Fr. HSe
21'
90°
21' ⊕ T.P.
32' @ 20" Maple
32' @ 16" Maple
21' ⊕ C.E.I. Pole
Fence
N 0.2
Road
O. J. LUCAS
A. L. & L. BAUER
5.8
11.2
2.0
3'x3'x20' Box Culvert
Conc.
27'



+42 ℄

+30

+24 12" Maple @ 24'

+18 32' @ 18" Maple

+05 16" Maple @ 24'

1+01 32' @ 12" Maple

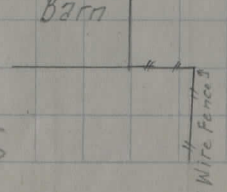
+92 23' @ C.E.I. Pole

+87 12" Maple @ 24'

+69 20" Maple @ 23'

+66 32' @ 14" Maple

+52 8" Maple @ 24'



+19 26'

3+16 31' @ 20" Maple

LUCAS

J.

O.

Road

℄

A. L. & J. Bauer

+25 C.E.I. Pole ⊕ 17'

+02 16" Stump @ 25'

6+0 — 31' @ 14" Stump

+84 — 31' @ 14" Stump

+83 12" Stump @ 25'

+69 12" Stump @ 25'

+52 — 32' @ 12" Stump

+48 14" Stump @ 25'

+37 — 31' @ 14" Stump

5+20 — 21' ⊕ T.P.

5+05 — 31' @ 16" Maple

+86 C.E.I. Pole ⊕ 16'

+75 — 31' @ 12" Maple

+59 14" Maple @ 24'

+55 — ← 70' — 24' 1-St. Fr. Hse

4+43 14" Maple @ 24'

O. J. Lucas

℄ Road

A. L. & L. Bauer

+74	10" Stump ⊖ 25'	
+70		19' ⊕ T.P.
+67	C.E.I. Pole ⊕ 18'	
+59		29' ⊖ 12" Stump
+42	18" Stump ⊖ 24'	
+30	14" Stump ⊖ 26'	
+29		28' ⊖ 14" Stump
+16	12" Stump ⊖ 25'	
7+13		30' ⊖ 18" Stump
+79		30' ⊖ 16" Stump
+76	10" Stump ⊖ 26'	
+65	10" Stump ⊖ 23'	
6+46	10" Stump ⊖ 23'	

[illegible]

Road

A.T.&T. Cable

+33	14" Stump @ 26'	
+19		30' @ 22" Stump
+13	14" Stump @ 26'	
9+06	C.E.I. Pole @ 18'	
+95	14" Stump @ 25'	
+78	10" Stump @ 26'	
+63	12" Stump @ 26'	
+44	10" Stump @ 26'	
+36		30' @ 12" Stump
+21		29' @ 16" Stump
8+09	20" Stump @ 25'	
+92	12" Stump @ 25'	
7+83		30' @ 12" Stump

O.J.L. Road

₵ Road

A.L. & L. Bauer

+70 14" Maple @ 28'

+62 33' @ 9" Maple

+55 16" Maple @ 27

+47 C.E. Pole @ 19

+44 32' @ 20" Maple

+37 14" Maple @ 27'

+17 18' @ T.P.

10+04 12" Stump @ 27'

+91 30' @ 32" Stump

+86 14" Stump @ 26'

+73 30' @ 12" Stump

+69 12" Stump @ 27'

+55 31' @ 12" Stump

+50 12" Stump @ 24'

9+37 28' @ 18" Stump

Lucas Rd.

Allen Bauer Rd.

+79 10" Stub @ 27'

+76 CEI Pole @ 19.5

+69 31' @ 12" Maple

+66 10" Maple @ 27

+52 31' @ 12" Maple

+38 14" Maple @ 27'

+32 31' @ 20" Maple

+19 12" Maple @ 27'

+16 30' @ 10" Maple

11+0 26" Maple @ 27'

+96 31' @ 16" Maple

+85 12" Maple @ 29'

10+80 31' @ 18" Maple

O.J. Lucas

Ed.

A.L. & L. Bauer

+79	31' ⊂ 16" Maple
+73 10" Maple ○ 28'	
+67	17' ⊕ T.P.
+63	31' ⊂ 10" Maple
+57 10" Maple ○ 28'	
+45	30' ⊂ 12" Maple
+40 16" Maple ○ 28'	
+27	30' ⊂ 10" Maple
+24 16" Maple ○ 27'	
+12 12" Maple ○ 27'	
12+09	31' ⊂ 10" Maple
+93 20" Maple ○ 27'	
11+88	31' ⊂ 18" Maple

O.d. Lucas

Pool

A.L & L. Bauer

+ 90

+ 81 8" Stub ◁ 28'

+65 10" Maple ○ 28'

+ 49 20" Maple ○ 27'

+ 43

+ 37 10" Maple ◁ 28'

+ 26

+ 21 10" Maple ○ 28'

+ 17 C.F.I Pole ⊕ 20'

+ 11

13+05 10" Maple ○ 28'

+ 96

12+90 10" Maple ○ 28'

O. J. Lucas Road

29' ○ 8" Maple

30' ◁ 18" Maple

30' ◁ 10" Maple

30' ○ 12" Maple

30' ◁ 6" Maple

A. L. & L. Bauer

15+07 27' C 10" Maple

+96 14" Maple C 29'

+95 27' C 12" Maple

+77 14" Maple C. 30'

+73 27' C 16" Maple

+61 27' C 12" Maple

+58 10" Maple C 29'

+57 C.E.I. Pole @ 21'

+51 27' C 10" Maple

+39 12" Maple C. 29'

+35 28' C 24" Maple

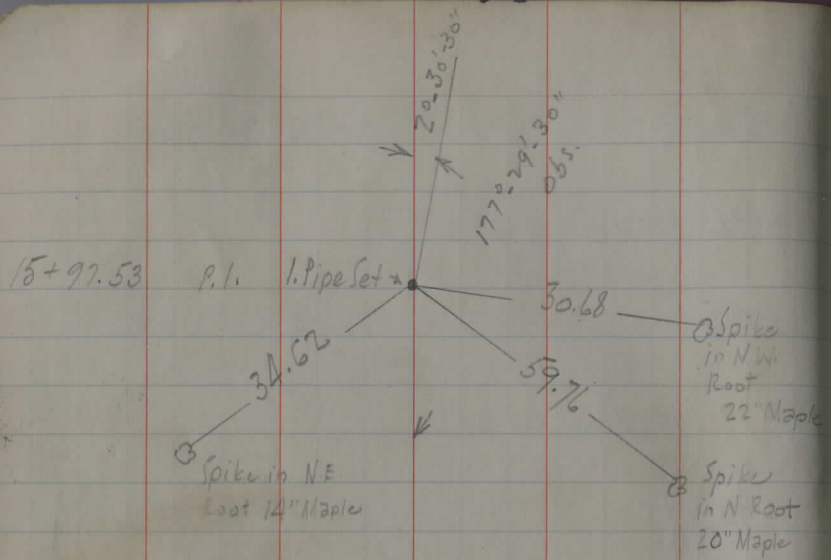
+19 29 C 14" Maple

14+06 28' C 10" Maple

Lucas

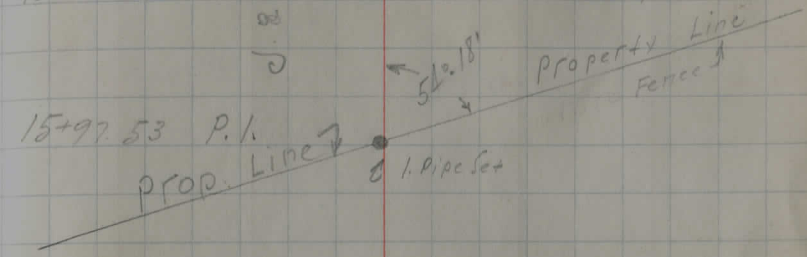
Road

A. L. & L. Bauer



J. & E. Hess

16+05 29' ⊖ 16" Maple



+97 C.E.I. Pole ⊕ 22'

+88 28' ⊖ 22" Maple

+77 14" Maple ⊖ 28'

+56 14" Maple ⊖ 29'

+54 28' ⊖ 8" Maple

+43 27' ⊖ 20" Maple

+33 14" Maple ⊖ 29'

+25 27' ⊖ 20" Maple

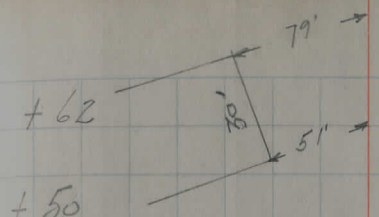
+16 17' ⊕ T.P

15+15 12" Stub ⊖ 30'

O. J. Lucas

℄ Road

A. L. & L. Bauer



+62

+50 28' @ 16" Maple

+37 27' @ 14" Maple

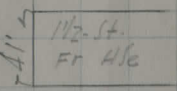
+35 C.E.I. Pole @ 21'

+23 27' @ 18" Maple

17+09 27' @ 18" Maple

+88 27' @ 20" Maple

+76 27' @ 18" Maple



+72 67'

J. & E. Hess

± Road

J. & E. Hess

+62 27' @ 12" Maple

+46 ℄ Drive

+44 ℄ Drive

16+35 27' @ 20" Maple

12" / 16' Corr Pipe Fair Cond.

+68 ℄ Drive

+56 — 20' ⊕ T.P.

2-St Fr Hse — 32'

22+21 — 104'

+46 ⊕ 21'

Mary & Scott

21+38

℄ Property Line

+37 — 18.5 ⊕ T.P.

J. E. Hess

Road

J R E Hess

20+06 C.E.I Pole ⊕ 22'

Wire Fence

+77 — 21'

J & E Hess

℄

+76 C.E.I Pole ⊕ 21'

1.5' — 1.8

+66 ℄ 5.1' — 8.2' — 12.0' — 2.8 — 3'x 2' Stone Culvert (Poor Condition)

Wire Fence

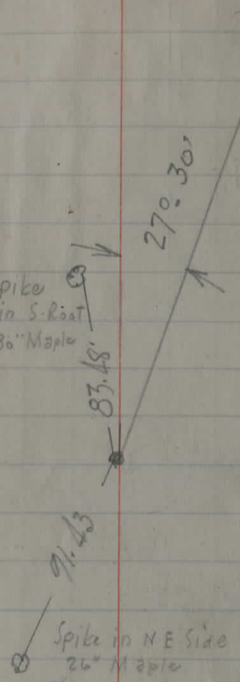
18+0 — 18'

+73 ℄ Gate

19'

17+68 — 16' ⊕ T.P.

℄ Wire Fence



Sta 24+68.78 P.I.

Tan = 100.4
Rad = 410.3
Δ = 27° 30'-00"
Arc = 196.93
P.C. = Sta 23+68.38
P.T. = 25+65.31

Topography Notes taken on Tangents

Note: Culvert Drains into Big Ditch on Hell's Hollow Rd.

26+

P.T. Sta 25+65.31

2368.38
-1597.53
770.85

+80 20" Maple ⊙ 22'

+36 22' ⊕ C.E.I. Pole

+05 1½-St Fr. Hse 30' 70' 62'

P.I.

+74 ℄ Drive 10"-24' Tile

+62 C.E.I. Pole ⊕ 21'

+40

N. & A. Butchan

Road

J. & E. Hess

Hell Hollow Rd ℄ Also P.L. 72° 40' 00"

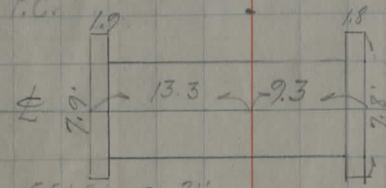
+18 SHED 19' ℄

P.C +16 31' ○ 26" Stump

+68.38 P.C.

Mary A. Scott

23+25 ℄ 13.3 9.3 2½' x 2½' Stone Culvert (West End in Poor Condition) Pres. Opening is Not Large enough



22+86 C.E.I. Pole ⊕ 21'

+87 16" Stump @ 23'

+69 18' ⊕ T.P.

+58 18" Stump @ 23'

28+26 12" Stump @ 23'

+94 14" Stump @ 23'

+63 14" Stump @ 23'

+57 20' ⊕ C.E.I. Pole

+31 16" Maple @ 23'
& Wire Fence

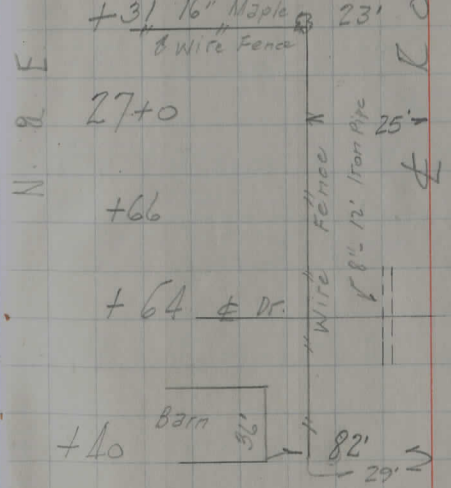
27+0

+66 19' ⊕ T.P.

+64 ℄ Dr.

+40

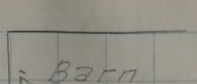
26+15 21' ⊕ C.E.I. Pole



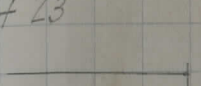
	7+77	17.5 ⊕ C.E.I. Pole
	7+70	16' ⊂ 8" Apple
	7+55	16' ⊂ 8" Apple
	31+46	20" Maple ⊂ 23'
	7+88	16.5 ⊕ T.P.
Carl F. PRIDAY	7+64	24" Maple ⊂ 23'
	7+35	18' ⊕ C.E.I. Pole
	7+32	16" Maple ⊂ 23'
	30+04	18" Maple ⊂ 23'
	7+79	℄ Prop. Line Wire Fence 36'
	7+74	16" Stump ⊂ 23'
N. A. BUTchan	7+45	14" Stump ⊂ 23'
	29+15	14" Stump ⊂ 23'
	28+95	19' ⊕ C.E.I. Pole

Road

J. & E. HESS



+23 ← 33'



P.C. +14 ← 69'

P.C. 33+53.60

+11 20" Maple @ 28'

+39 16.5' ⊕ T.P.

+09 21.5 ⊕ C.E.I. Pole

C. E. PRIDAY

E. 33+02 20" Maple @ 29

+86 16" Maple @ 22'

+54 20" Maple @ 22'

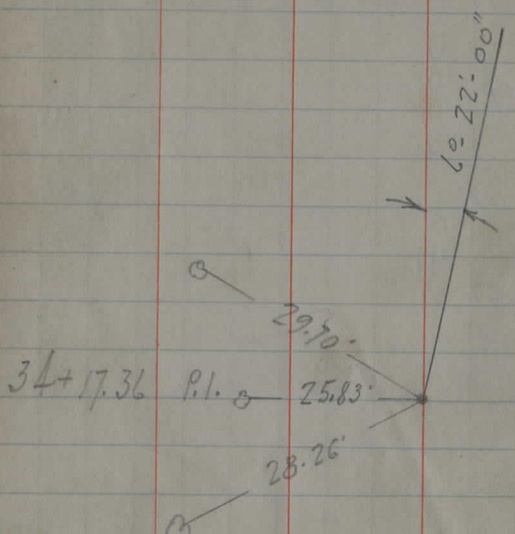
Road

+18 18' @ 8" Apple

32+08 20" Maple @ 23'

31+81 20" Maple @ 25'

J. & E. HESS



Δ = 6° 22' 00"
Rad = 1146.30
Tan = 63.76
Arc = 127.38
P.C. = Sta 33+53.60
P.T. = Sta 34+80.98

57	Wire Fence	26	
+55	14" Maple	20'	
+52			21' ⊕ C.E.I. Pole
+16	22" Maple	27'	
		25'	
35+0	14" Maple	27'	
34+84	18" Maple	27'	
P.T. 34+80.98			
+48	18" Maple	27'	
+32	18" Maple	26'	
+25			23.5' ⊕ C.E.I. Pole
+16	16" Maple	25	
+04	14" Maple	25'	
P.I. 34+17.36	1. Pipe Set		
+52	16" Maple	25	
P.C. +37	14" Stump	26'	

Wire Fence

C. F. PRIDAY

Road

J. R. E. Hess

6-55 REPLACE 30" RUSTED PIPE

+89 — 31' ⊙ 14" Maple

+68 — 31' ⊙ 12" Maple

+60 — 12" Maple ⊙ 22'

+34 — 32' ⊙ 18" Maple

+24 — 14" Maple ⊙ 22'

37+0 — ← 27' →

+94 — 22' ⊕ C.E.I. Pole

+92 — 10" Maple ⊙ 22'

+55

+17 — 8" Maple ⊙ 22'

36+05 — 16' ⊕ T.P.

+87 — 16" Maple ⊙ 21'

35+84 ℄ — 1.5' — 9.4 — 26 — 1.5' — 3.5 — 31' x 1½' Stone Culvert, Poor Condition

Wire Fence

℄ Wire Fence

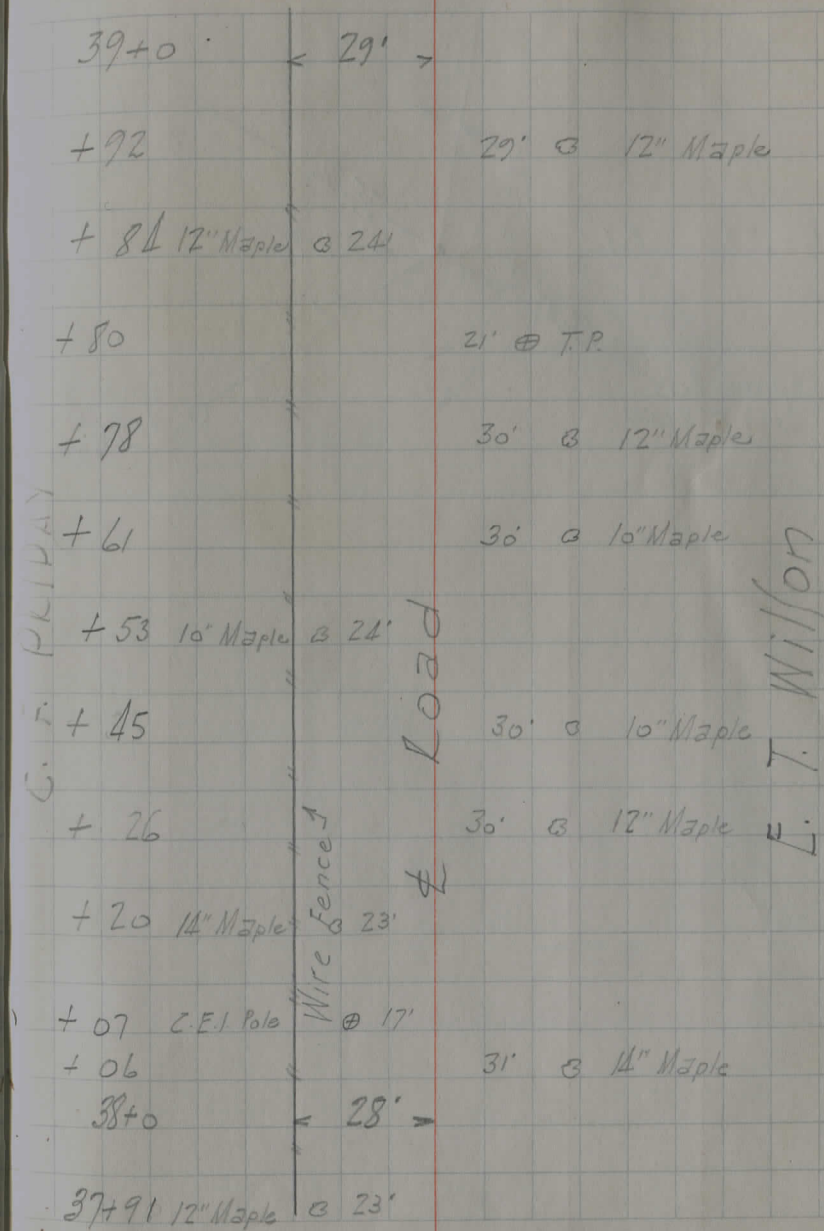
℄ Road

Prop. Line

CARL E. PRIDAY

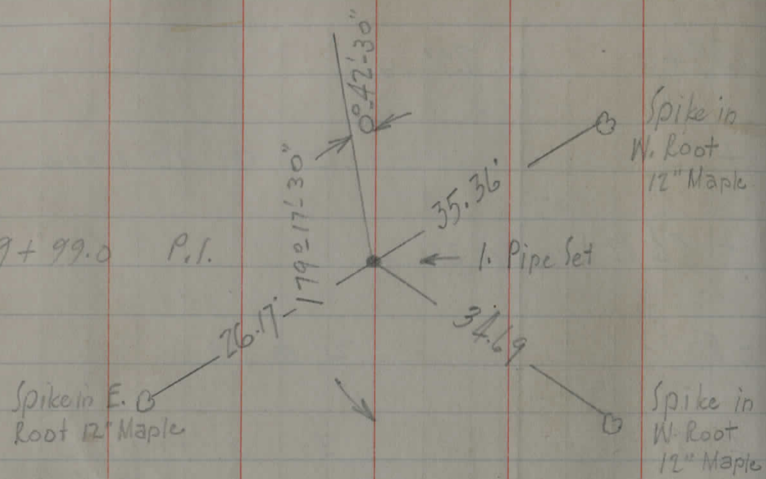
E. T. Willson

J. & E. Hess


39+0
< 29' >
+92
29' @ 12" Maple
+84 12" Maple @ 24'
+80
21' @ T.P.
+78
30' @ 12" Maple
+61
30' @ 10" Maple
+53 10" Maple @ 24'
+45
30' @ 10" Maple
+26
30' @ 12" Maple
+20 14" Maple @ 23'
+07 C.E.I. Pole @ 17'
+06
31' @ 14" Maple
38+0
< 28' >
37+91 12" Maple @ 23'
C. F. PLUPAY
Wire Fence
℄ Road
T. Willson
L.

Thompson Le-Roy Rd. Thompson Tp.

39 + 99.0 P.I.



Sept. 6, 1930

S. Gold Jr.
T. Snyder
H. Barton

℄ Fence (Wire)

+29 12" Maple 30'

End of fence

40+16 30' 12" Maple

+99.0 P.I.

℄ 1. Pipe Fd. 28' 2-St. Fr. Hse

+95 71'

+93 12" Maple 24'

+81 29' 10" Maple

+58 12" Maple 24'

+50 C.E.I. Pole 18'

+45 30' 10" Maple

+30 30' 12" Stub

Ditch ℄ from yard

45°

+24 14'

+23 14" Maple 24'

39+12 31' 14" Maple

C. F. Priday

Wire Fence

Rd. ℄

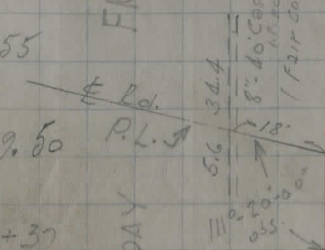
E. T. Willson

Station	Note		Dist.		Tree
+80			31'	○	14" Maple
+62			31'	○	10" Maple
+44			30'	○	12" Maple
+26			31'	○	10" Maple
41+08			30'	○	12" Maple
+98	T.P.	⊕ 18'			
+91			31'	○	10" Maple
+90	C.E.I. Pole	⊕ 19'			
+73			31'	○	10" Maple
+66			℄ Drive		
+55			31'	○	12" Maple
+39.50	P.L.				
40+37			31'	○	8" Maple

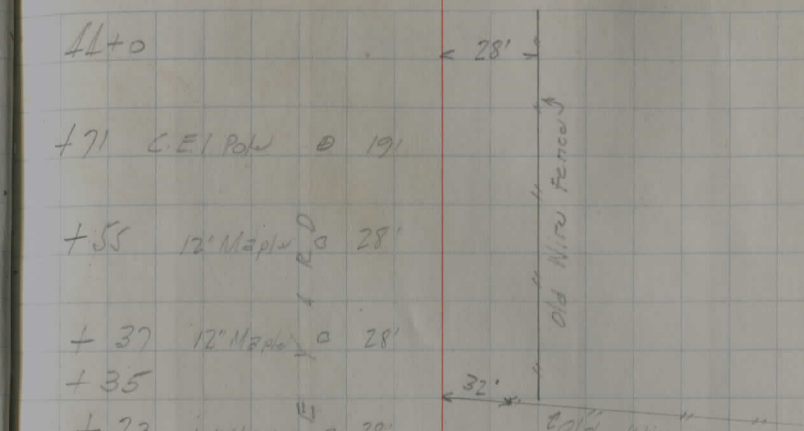
FRED ROATH

℄ Rd.

E. T. Willson



C.F. PRIDAY



41+0

+71 C.E.I Pole ⊕ 191

+55 12" Maple ○ 28'

+37 12" Maple ○ 28'

+35

+23 10" Maple ○ 28'

43+04 12" Maple ○ 28'

+88 T.P. ⊕ N.5'

+78 ℄ Drive

+69 32' ○ 10" Maple

+58 ℄ P.L. ?

+50 31' ○ 15" Maple

+32 32' ○ 12" Maple

+30 C.E.I Pole ⊕ 19

42+16 31' ○ 10" Stub

Road

E. T. Wilson

+36 12" Maple @ 29'

46+0 ← 29'

+81 12" Maple @ 29'

+31 16" Maple @ 29'

+14 14" Maple @ 29'

+09 End of Vineyard

+05 C.E. Idle ⊕ 19'

45+0 ← 30'

+95 12" Maple @ 29'

+79 10" Maple @ 29'

+60 14" Maple @ 28' ⊕

+60 T.P ⊕ 16.5

44+29 14" Maple @ 29'

Road

2 Old Wire Fence

E. T. Wilson

+58 12" Maple @ 29'

+22 8" Maple @ 29'

+06 10" Maple @ 29'

48+0

+95

+89 10" Maple @ 30'

+80 C.E.I. Pole ⊕ 20'

+72 10" Maple @ 30'

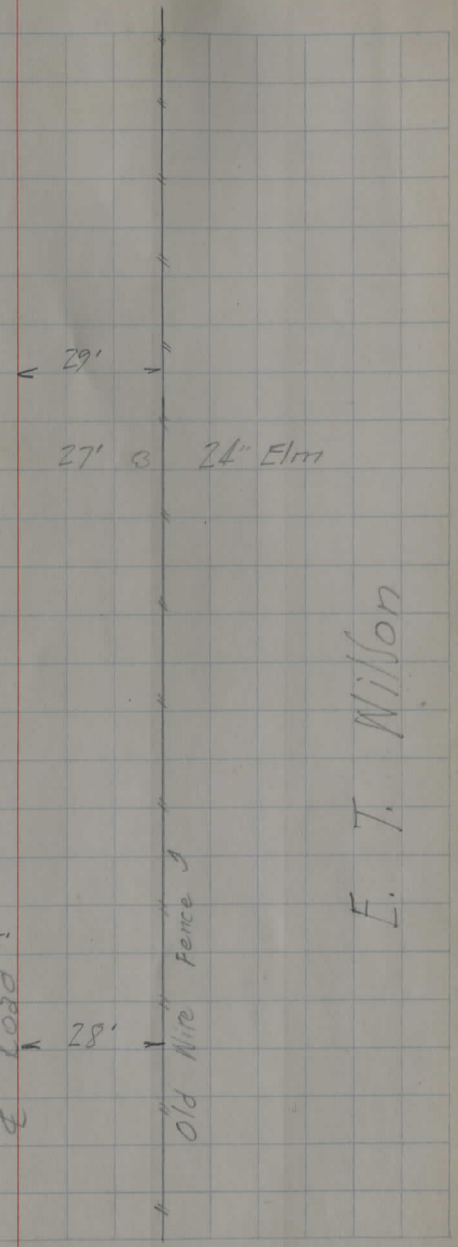
+55 12" Maple @ 30'

+05 T.P. ⊕ 16.5'

47+0

+91 8" Maple @ 29'

46+46 C.E.I. Pole ⊕ 20'



+20

+18

50+02 8" Maple @ 29'

+85 10" Maple @ 29'

+70 10" Maple @ 29'

+57 8" Maple @ 30'

+41 T.P. @ 17'

+40 8" Maple @ 30'

+23 8" Maple @ 30'

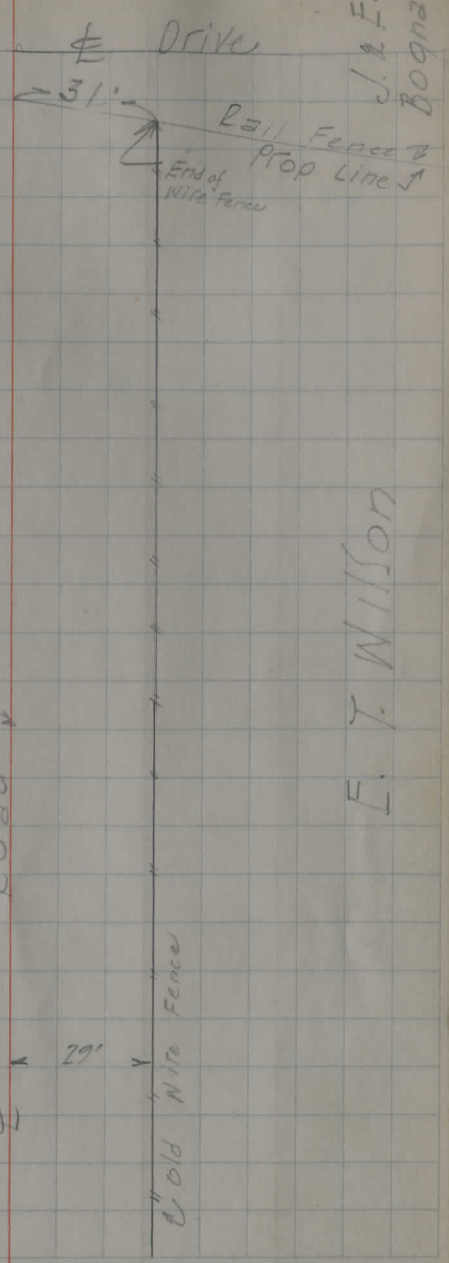
+21 C.E.I. Poled @ 20'

+07 8" Maple @ 30'

49+0

+90 10" Maple @ 30'

48+71 12" Maple @ 30'



52+0 C.E.I. Pole ⊕ 21'

+95 29' ◎ 10" Maple

+92 T.P. ⊕ 175

+69 30' ◎ 10" Maple

+56 30' ◎ 8" Maple

+43 29' ◎ 10" Maple

+32 ℄ Drive

+16 10" Maple ◎ 27'

51+05 10" Maple ◎ 29'

+91 12" Maple ◎ 29'

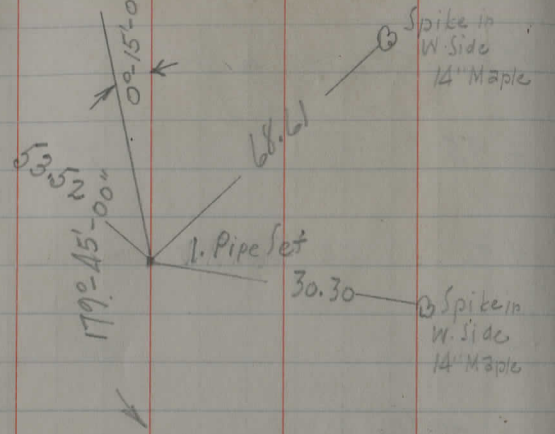
+75 10" Maple ◎ 29'

+59 C.E.I. Pole ⊕ 20'

50+44 12" Maple ◎ 29'

J. & E. Bogner

2050



+40 C.E.I. Pole ⊕ 20.5

+36 8" Maple ⊡ 30'

+28.65 P.I.

℄ 1. Pipe

+27 29' ⊡ 12" Maple

+23 10" Hickory ⊡ 28'

53+13 29' ⊡ 8" Maple

+97 29' ⊡ 8" Maple

+83 29' ⊡ 10" Maple

+66 29' ⊡ 8" Maple

+52 29' ⊡ 12" Maple

+22 29' ⊡ 10" Maple

+10 10" Hickory ⊡ 27'

52+08 30' ⊡ 8" Maple

℄ Road

J. & E. Boomer

+72		29' @ 14" Maple
+70	12" Cherry @ 28'	
+41	T.P. @ 17	
+40		30' @ 8" Maple
+22		29' @ 14" Maple
+22	24" Hickory @ 28'	
54+13	10" Hickory @ 28'	
+91		29' @ 10" Maple
+90	8" Maple @ 31'	
+73	10" Maple @ 31'	
+53	8" Cherry @ 27'	
53+42		29' @ 8" Maple

Load #1

C. & F. Bognar

56+07 C.E.I. Pole @ 20.5

+80 28' @ 14" Maple

+71 10" Maple @ 30'

+59 29' @ 14" Maple

+44 10" Maple @ 30'

+41 29' @ 16" Maple

+25 29' @ 8" Maple

+24 8" Hickory @ 26'

+18 8" Cherry @ 26'

55+05 30' @ 10" Maple

+90 27' @ 10" Maple

+80 C.E.I. Pole @ 21'

54+75 12" Maple @ 31'

to Load

U. S. E. Boomer

+45 29' ⊙ 16" Maple

+33 29' ⊙ 18" Maple

+22 14" Ash ⊙ 28'

57+06 30' ⊙ 12" Maple

+97 ℄ Drive

+93 30' ⊙ 10" Maple

+79 30' ⊙ 8" Maple

+74 12" Maple ⊙ 31'

+65 T.P ⊕ 17 ℄

+61 30' ⊙ 8" Stub

+56 8" Maple ⊙ 31'

+43 30' ⊙ 20" Maple

+26 29' ⊙ 5" Maple

56+09 29' ⊙ 14" Maple

Road

J. & F. Bodmer

Thompson - Le Roy Rd (Thompson

Sept 17 1930

S. Gold Jr.
S. Merritt
" Barton

Tp.)

+87 C E I Pole ⊕ 17'

+70 16" Maple ⊙ 30'

+63 30' ⊙ 10" Maple

+5✓ 8" Maple ⊙ 30'

+3✓ 30' ⊙ 24" Maple

+30 14" Maple ⊙ 30'

58+12 30' ⊙ 20" Maple

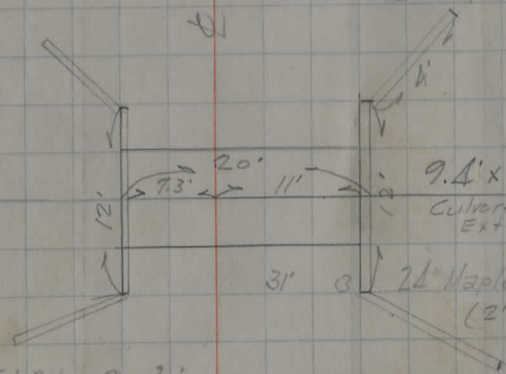
+96 30' ⊙ 16" Maple

+78 30' ⊙ 20' Maple

℄ Road

John & E. Bognar

+68.2 ℄



9.4' x 2.5' Stone Culvert Concrete Extensions (Both sides)

+58 31' ⊙ 24" Maple (Good Cond.)

(2' Extension on Both sides)

57+49 C.E.I Pole ⊕ 20'

+22 C. El. Pole @ 195'

60+04 — 29' ® 18" Maple

+96 14" Apple ® 37'

+86 — 30' ® 14" Maple

+78 ℄ Drive — 18' Tile

+68 — 30' ® 16" Maple

+51 16" Pine ® 41'

+49 — 30' ® 12" Maple

+47 T.P. @ 16'

+34 — 30' ® 10" Maple

+32 36" Poplar ® 40'

+17 — 30' ® 18" Maple

1½-St. Fr. Hse. 57' — 47'

59+09

58+98 — 30' ® 16" Maple

℄ Road

John & E. Boonar

+61 C.E.I. Pole ⊕ 19.5'

+60 29' ○ 14" Maple

+56 16" Maple ○ 30'

+45 30' ○ 12" Maple

+39 16" Maple ○ 30'

+31 35' ○ 18" Maple

+23 12" Maple ○ 30'

61+13 30' ○ 16" Maple

+98 48" Maple ○ 31'

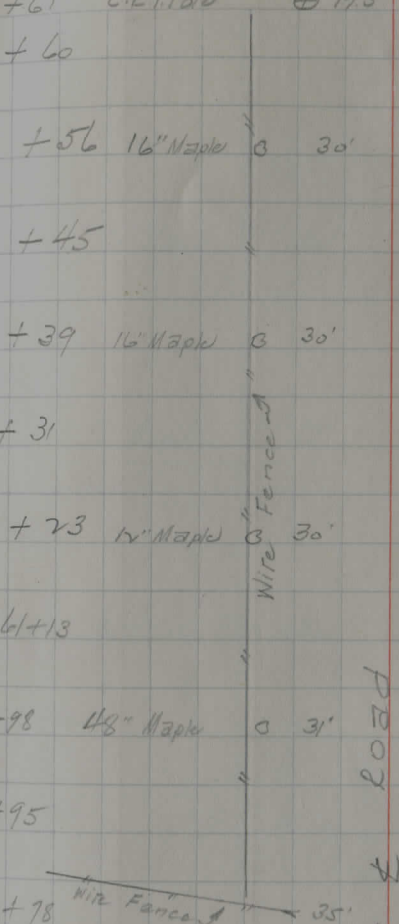
+95 30' ○ 16" Maple

+78 35'

+77 30' ○ 14" Maple

+58 30' ○ 20" Maple

60+23 30' ○ 12" Maple

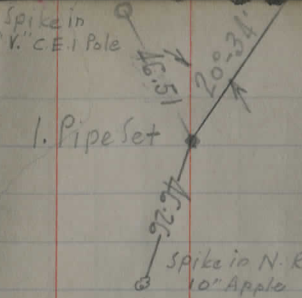


+53				29'	16" Maple
+37				29'	18" Maple
+36	14" Maple		30'		
+21				29'	15" Maple
+19	18" Maple		29'		
+05				29'	14" Maple
+04	16" Maple		30'		
62+0			31'		
+91	T.P.		⊕ 16'		
+90				30'	14" Maple
+87	18" Maple		29'		
+76				30'	12" Maple
61+72	14 Maple		30'		

2 Wire Fence

Road

J. & E. Bognar



65+44.62 P.I. 1. Pipe Set

Tan = 208.06
Rad = 1146.78
Δ = 20°-34'
Arc = 411.64
P.C. - 63+36.56
P.T. - 67+48.20.

Note: Topography Taken on Tangents

P.I. 65+44.62	℄ 1. Pipe Set		
+165	12" Apple	○	19'
+107	C.E.I Pole	⊕	6.5'
+71.5	20' 90°	18' - 12" Tile; 2' - 12" Corrl. Pipe	
P.C.+.06	T.P	⊕	13.5
+36.56 P.C.	← 1. Pin Set		
+25	℄ Road; 60°-45'; 119°-55' obs.; 114°-13' obs; 60°-05'; ℄ Road		
+10	16" Maple	○	30'
63+0	℄ Wire Fence; 16" Maple; ℄ R = 50'±		33'
+99	C.E.I Pole	⊕	20'
+95	14" Maple	○	30'
+81	20" Maple	○	30'
62+67	14" Maple	○	31'

℄ Road

J. & E. Bogner

S. & M. Smith

+53 18" Maple ⊖ 32'

+36 ℄ Drive

68+22 14" Maple ⊖ 32'

+94 63' Rd.

Barn 58'

67+90 14" Maple ⊖ 32'

℄ End of fence ℄

P.T. 67+48.20 39'

℄ I. Pin Set

+181 17' ⊕ ℄ E.I. Pole

+177 T.P. ⊕ 17'

+176 16" Maple ⊖ 32'

Fence

90°

1.3'

+151 ℄ 10.2 11.1' 3'+2½' × 21.3' (Conc. Box) Good Condition

+125 ℄ Wire Fence 27'

℄ Wire

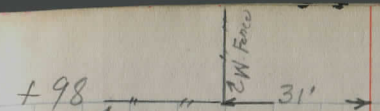
+100 20'

+45 C.E.I. Pole ⊕ 11'

℄ Wire Fence

P.I. +43 T.P. ⊕ 7'

S. & M. Smith



+98

+86 27' @ 18" Apple

+85 8" Locust @ 37'

+77 8" Locust @ 37'

+56 27' @ 14" Apple

+54 10" Apple @ 37'

+47 T.P. ⊕ 17'

+26 12" Maple @ 32'

+25

Road

@ Prop. Line

69+10 20" Maple @ 33'

11/2-St Fr. Hse

+82 72'

+79 22" Maple @ 32'

68+62 18' ⊕ C.E.L. Pole

W. B. STOCKWELL

J. & M. SMITH

+46			27'	16" Apple
+34	W. Fence & Prop. Line	33'		
+32			20'	C.E.I. Pole
+28	16" Maple	33'		
+13			27'	14" Apple
71+0		32'		
+94	18" Maple	32'		
+91			15'	4" Tile
+81			28'	10" Apple
+50			27'	14" Apple
+19			27'	12" Apple
+18	10" Locust	30'		
+13	10" Locust	27'		
70+04	18" Maple	31'		

& Wire Fence

Road

W B Stockwell

+84 14" Maple ⊙ 34'

1½-St. Fr. Hse 20'

+52 70'

+41 18" Maple ⊙ 33'

+18 ℄ Drive

73+10 14" Maple ⊙ 34'

+77 16" Maple ⊙ 33'

+73 21' ⊕ C.E.I. Pole

+39 14" Maple ⊙ 34' 28' ⊙ 14" Maple

+07 27' ⊙ 16" Apple

72+01. 12" Maple ⊙ 33'

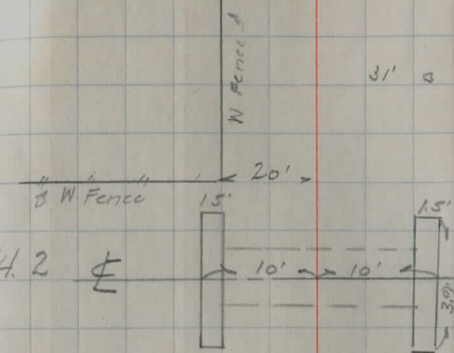
+94 T.P. ⊕ 17'

+75 27' ⊙ 12" Maple

71+64 16" Maple ⊙ 33'

Road ℄

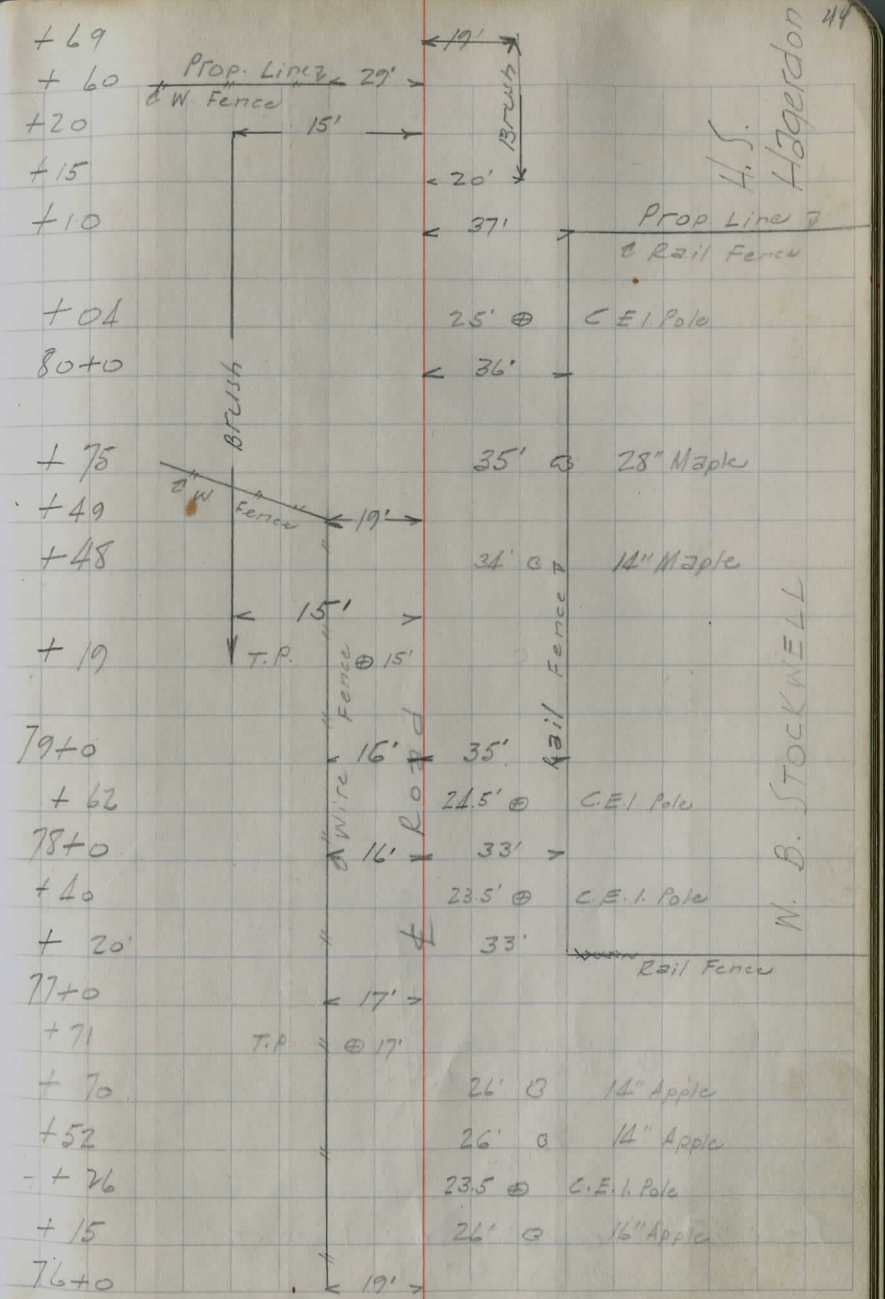
W. B. STOCKWELL



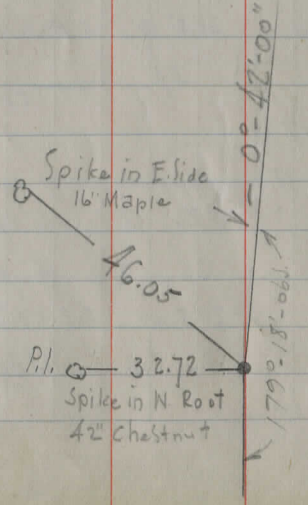
+97		26'	14" Apple
+75		31'	16" Maple
+50			
+44.2	℄		2½' x 2' x 20' Stone Culvert
+41		26'	26" Maple
+34'		18'	4" Tile?
+25		22'	C.E.I. Pole
75+17		27'	14" Maple
+93		27'	16" Maple
+89	12" Maple 31'		
+68		27'	14" Maple
+51		100'	2-St. Fr. Hse (35')
+44		27	10" Maple
+42	T.P. 16.5		
+36			℄ Drive
+28	24" Maple 33'		
74+19		27'	26" Maple
73+87		21'	C.E.I. Pole

℄ Road

W. B. STOCKWELL

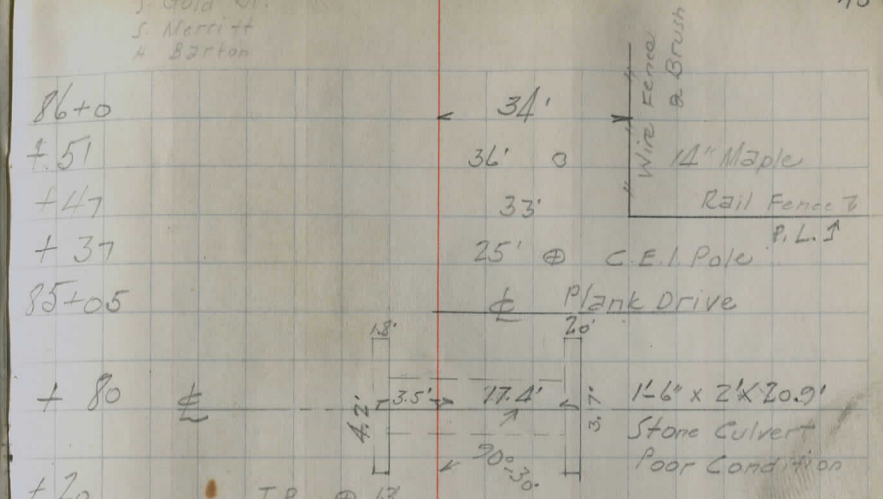

+69
+60
+20
+15
+10
+04
80+0
+75
+49
+48
+19
79+0
+62
78+0
+40
+20
77+0
+71
+70
+52
+26
+15
76+0
Prop. Line
W. Fence
29'
19'
Brush
15'
20'
37'
Prop. Line
Rail Fence
25' ⊕ C.E.I. Pole
36'
35' ⊕ 28" Maple
Brush
W. Fence
19'
34' ⊕ 12" Maple
15'
T.P.
⊕ 15'
Wire Fence
Rail Fence
16'
35'
Road
21.5' ⊕ C.E.I. Pole
16'
33'
23.5' ⊕ C.E.I. Pole
33'
Rail Fence
17'
T.P.
⊕ 17'
26' ⊕ 14" Apple
26' ⊕ 14" Apple
23.5 ⊕ C.E.I. Pole
26' ⊕ 16" Apple
19'
A.S. Hagerdon
W. B. STOCKWELL

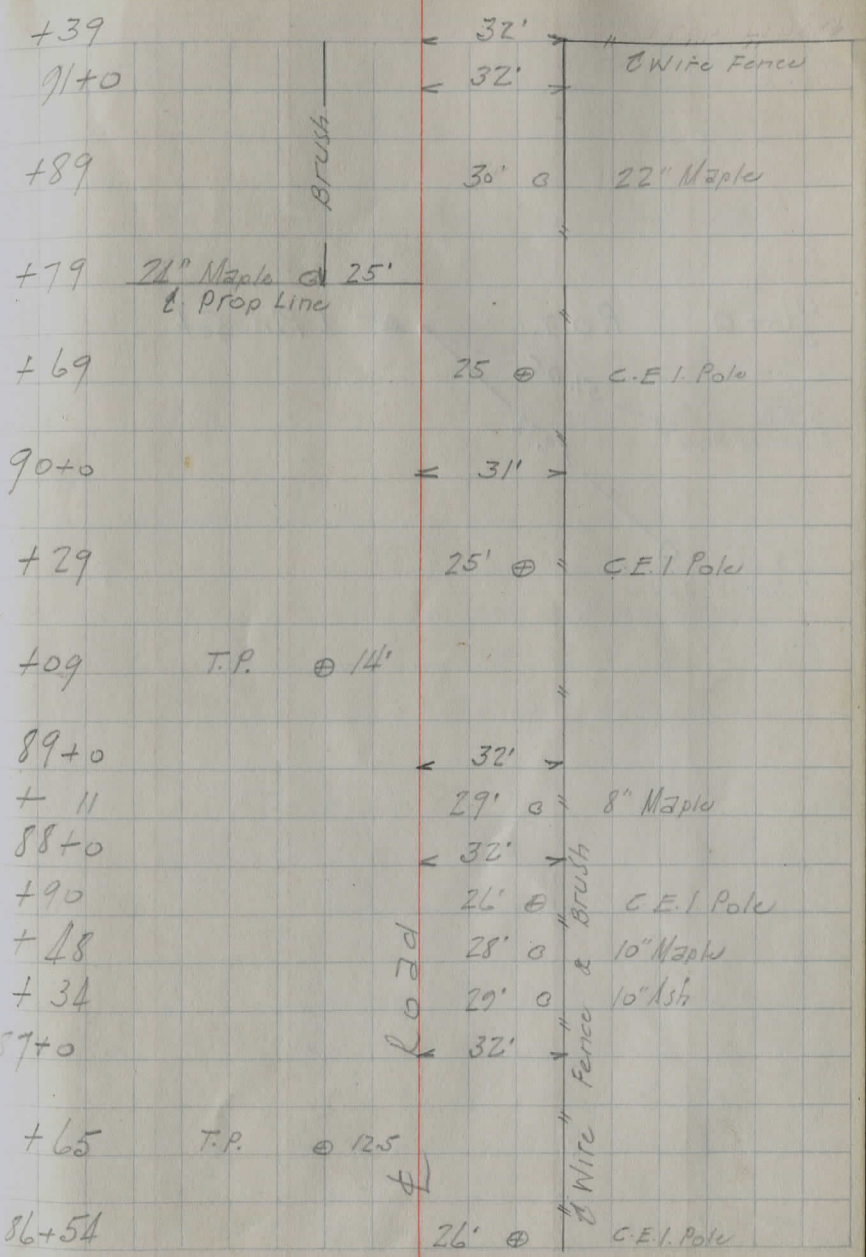
Sept 26. 1930 Windy

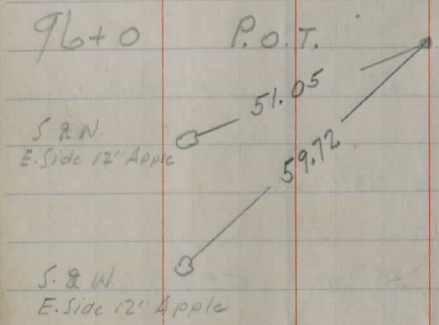


S. Gold dr.
S. Merritt
H. Barton

46




+39
91+0
+89
+79
+69
90+0
+29
+09
89+0
+11
88+0
+90
+48
+34
87+0
+65
86+54
32'
32'
30' ⊙ 22" Maple
Brush
24" Maple ⊙ 25'
℄ Prop Line
25 ⊕ C.E.I. Pole
31'
25' ⊕ C.E.I. Pole
T.P. ⊕ 14'
32'
29' ⊙ 8" Maple
32'
26' ⊕ C.E.I. Pole
28' ⊙ 10" Maple
29' ⊙ 10" Ash
32'
Road
T.P. ⊕ 125 ±
26' ⊕ C.E.I. Pole
℄ Wire Fence & Brush
℄ Wire Fence



+83 ℄ Drive

+58 T.P. ⊕ 16'

+26 21' ⊕ C.E.I. Pole

96+0 P.O.T. ℄ 1. Pin Set

+85 12" Apple @ 48'

+63 12" Apple @ 47'

+60 ← 19' → End of Brush

95+0 End of Brush ← 9' → ← 17' →

+89 22 ⊕ C.E.I. Pole

+14 T.P. ⊕ 13'

94+0 ← 11' → 17'

C. Shimek Lot 24

+50 22' ⊕ C.E.I. Pole

93+0 ← 10' → ← 19' →

+07 ℄ 23' ⊕ C.E.I. Pole

92+0 ← 10' → 22'

91+67 T.P. ⊕ 13.5

Brush

Brush

102+73 — 21' ⊕ C.E.I. Pole

+77 T.P. ⊕ 19'

101+31 — 21' ⊕ C.E.I. Pole

100+18 — 20' ⊕ C.E.I. Pole

+12 ℄ Plank Drive

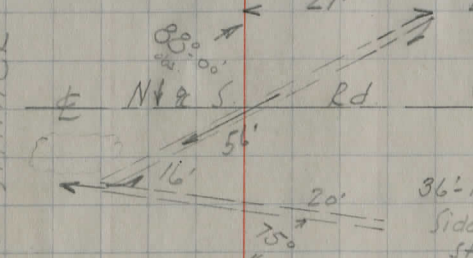
+10 — 21' ⊕ C.E.I. Pole

+04 T.P. ⊕ 19'

99+0 — 35' Δ Stake

+91 — 21'

+74.7 ℄ N & S Rd



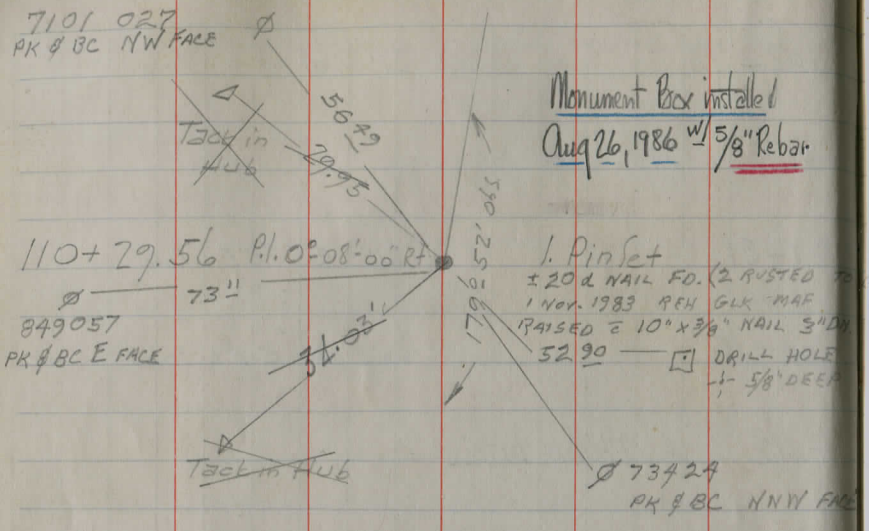
98+53 — C. Shimak

97+67 — 20' ⊕ C.E.I. Pole

2-St Fr. HE 38' 90°

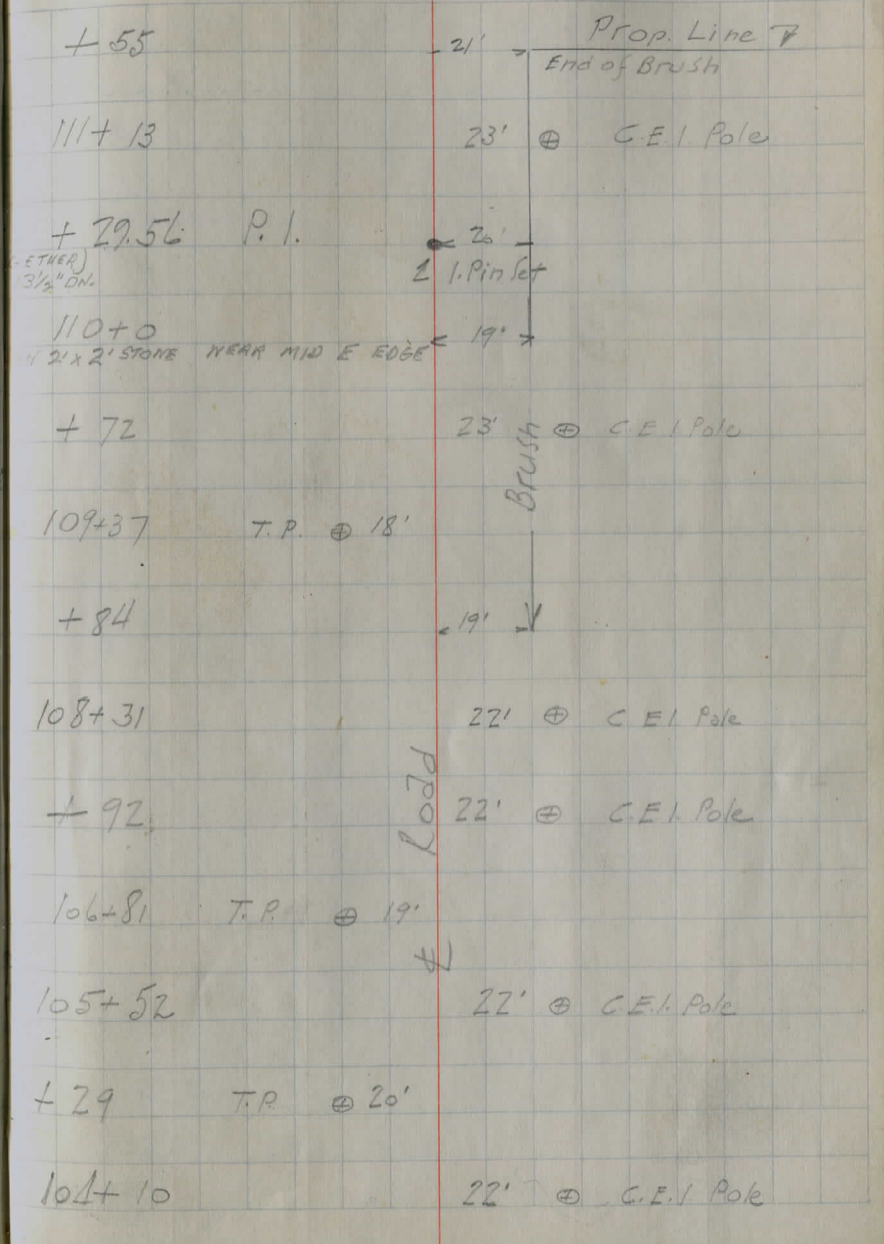
96+99

Thompson-Leroy Rd.

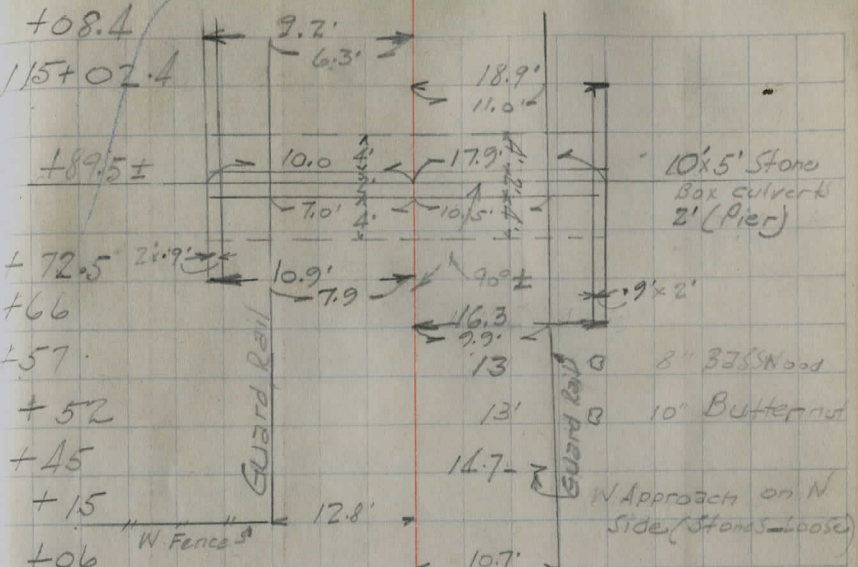


Oct 6, 1930 (Fair)

S. Goldsmith
S. Merritt
H. Barton



N S



114+01 T.P ⊕ 19'

113+90 23' ⊕ C.E.I. Pole

113+25

+44 12" Maple ⊙ 25'

+52 25' ⊕ C.E.I. Pole

+47 10" Maple ⊙ 25'

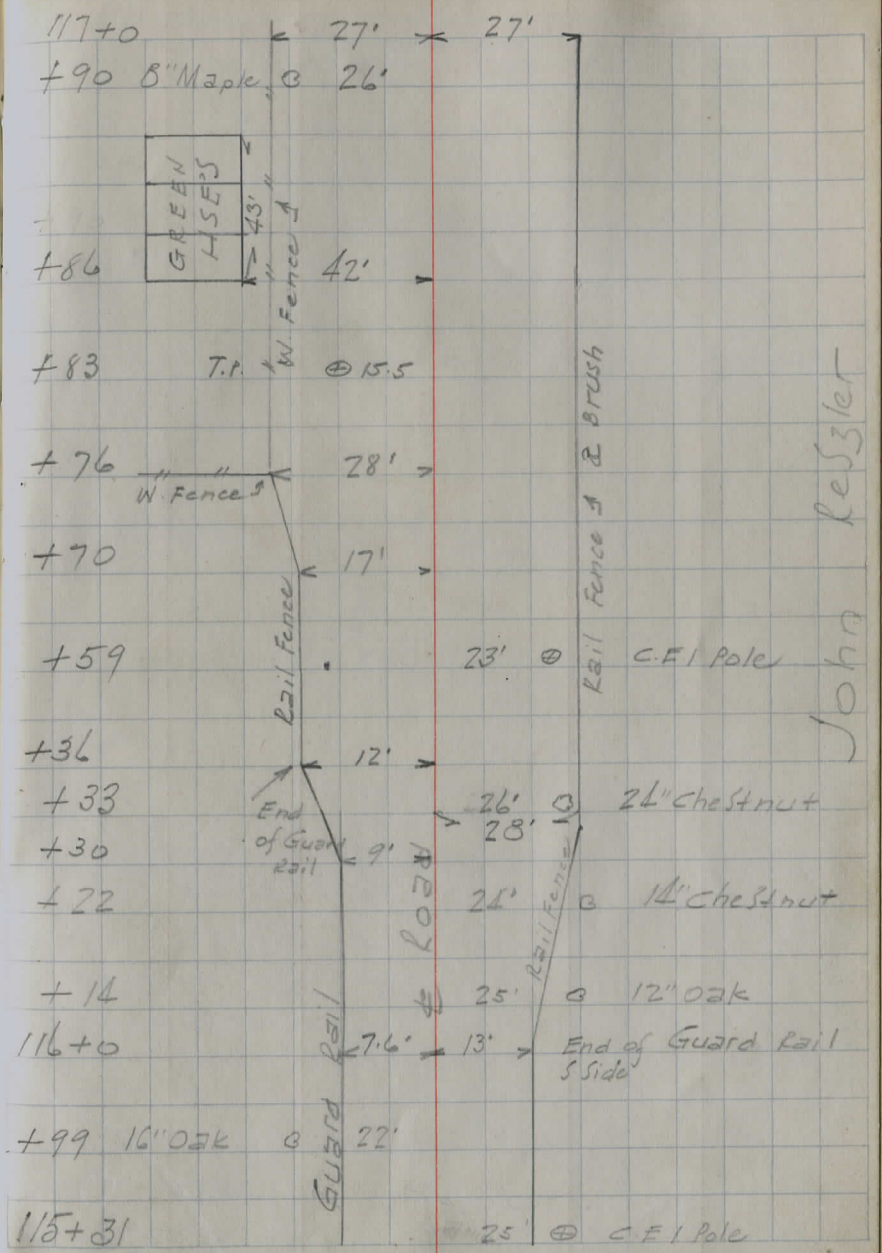
112+28 10" Maple ⊙ 25'

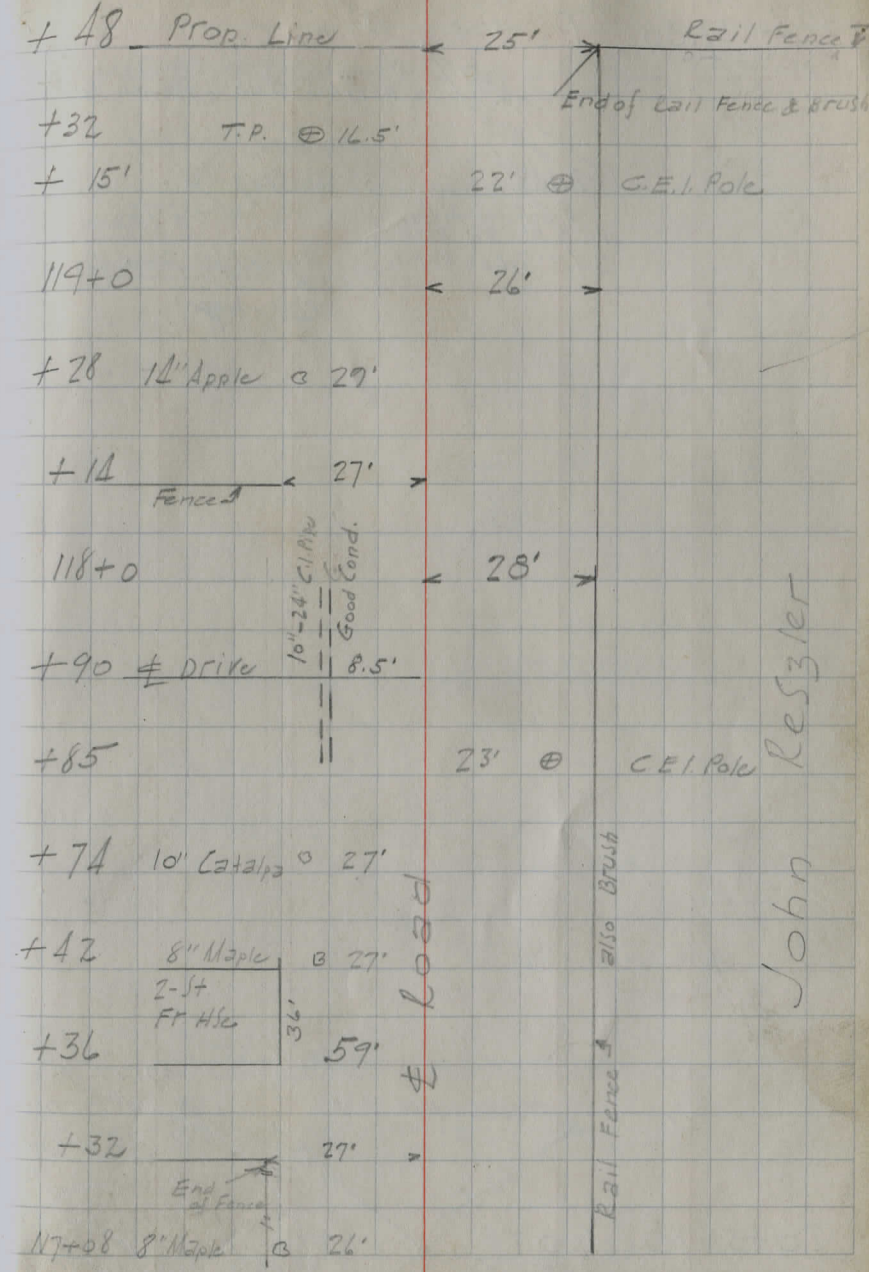
112+25 Prop. Line ⊽

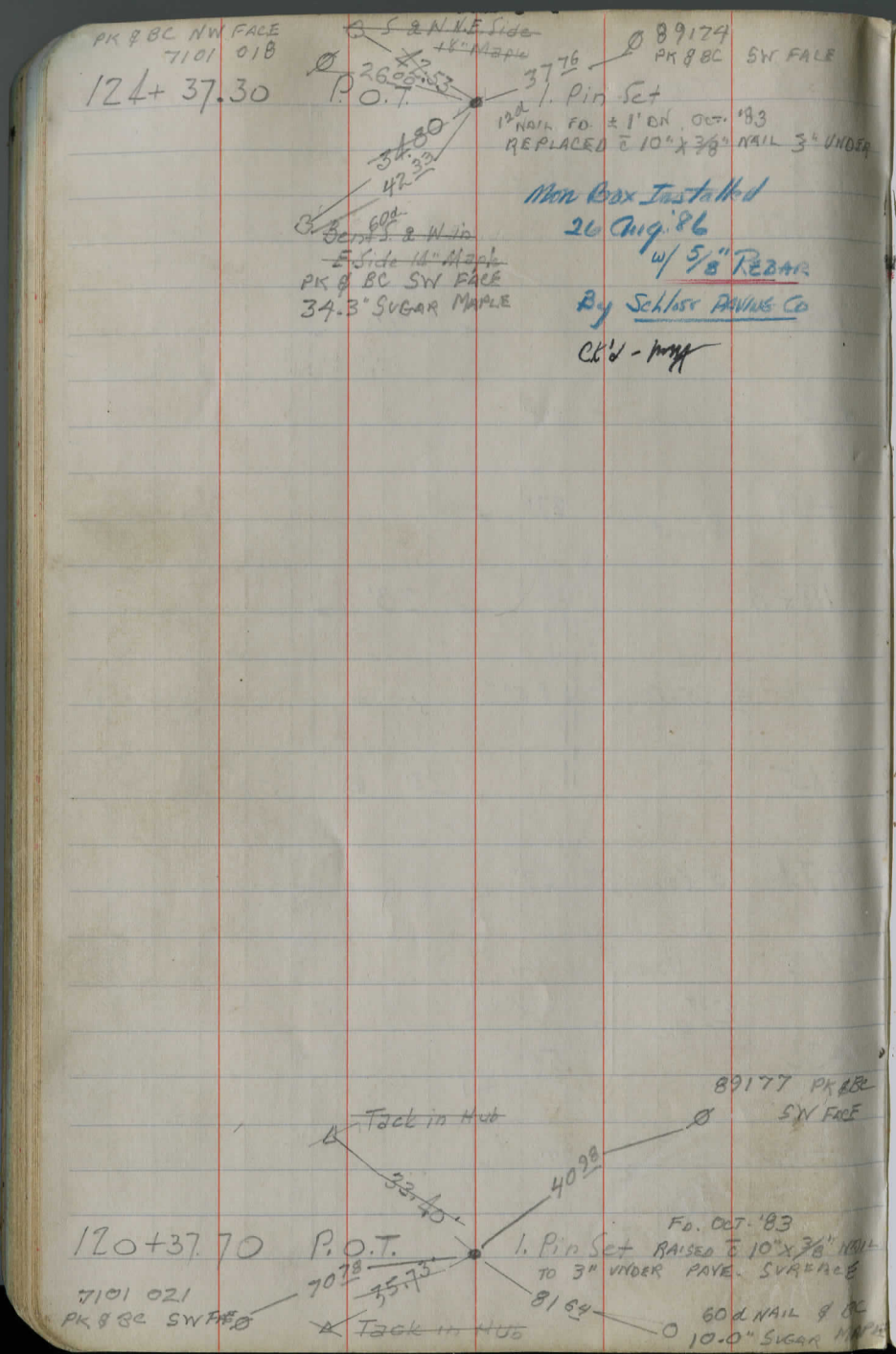
111+84 T.P. ⊕ 19'

Orchard Road

John Lesher


117+0
27'
27'
+90
8" Maple
26'
GREEN HOUSE
43'
+86
42'
W. Fence 1
+83
T.P.
15.5
+76
W. Fence 3
28'
+70
17'
Rail Fence
+59
23'
C.E.I Pole
Rail Fence 1 & Brush
+36
12'
+33
End of Guard Rail
23.1
26'
24" Chestnut
+30
9'
28'
Rail Fence
+22
21'
14" Chestnut
Rail Fence
+14
25'
12" Oak
116+0
7.6'
13'
End of Guard Rail S Side
Guard Rail
+99
16" Oak
22'
115+31
25'
C.E.I Pole
John Kessler


+48 Prop. Line
25'
Rail Fence
End of Rail Fence & Brush
+32 T.P. ⊕ 16.5'
+15' 22' ⊕ C.E.I. Pole
119+0
26'
+28 12" Apple ◎ 29'
+14 27'
Fence
118+0
28'
10"-24" C.I. Pipe
Good Cond.
+90 ± Drive 8.5'
+85 23' ⊕ C.E.I. Pole
+74 10" Catalpa ○ 27'
+42 8" Maple ◎ 27'
2-St Fr Hse
36'
+36 59'
+32 27'
End of Fence
N7+08 8" Maple ◎ 26'
± 1050
Also Brush
Rail Fence
John Register



+37.30 P.O.T. • 1. Pin Set

+36 20' ⊖ 48" Maple

+32 T.P. ⊕ 15'

124+09 18" Maple ⊖ 31'

1½-St. Fr. H.Se

+89 29' ⊖ 21' 16" Hickory

+80 ← 73'

+66 14" Maple ⊖ 27'

+44 ℄ Driveway

+41 40" Chestnut ⊖ 34'

123+22 16' ⊕ C.E.I. Pole

+84 18' ⊖ C.E.I. Pole

+83 T.P. ⊕ 18'

+50 20' ⊕ C.E.I. Pole

120+37.70 P.O.T. • 1. Pin Set

Road

John Acsler

NW FACE

Oct 10, 1930 Fair Thompson- Leroy Rd.

S. Gold Jr.
S. Merritt
H. Barton

+40 60" Chestnut ⊙ 27'

+35

2-St. Fr. Hse 30' +05. 180'

+03 14" Maple ⊙ 30'

125+02

+86 ℄ Drive

+75 C.E.I. Pole ⊕ 42'

+69

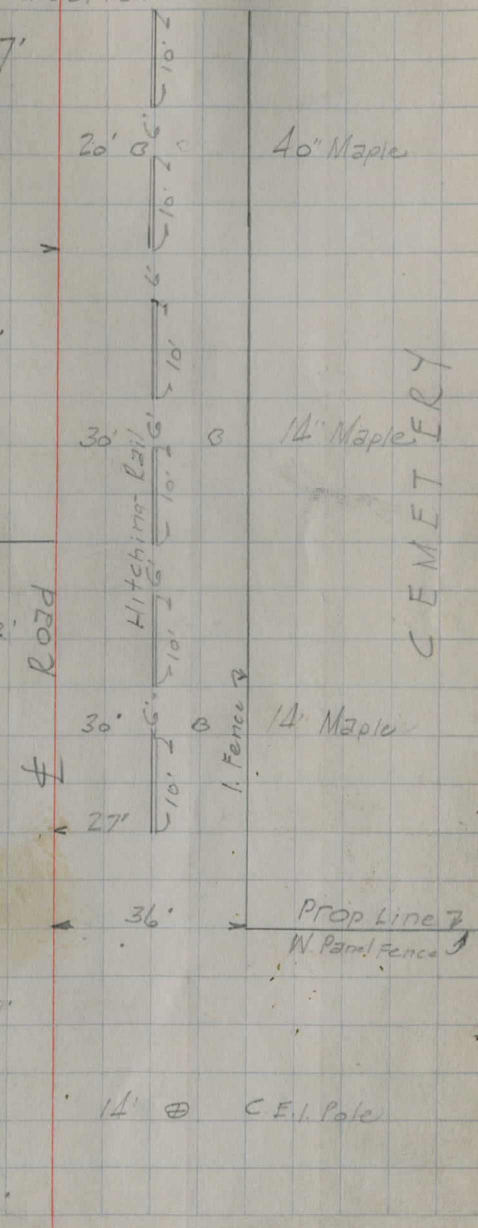
+67

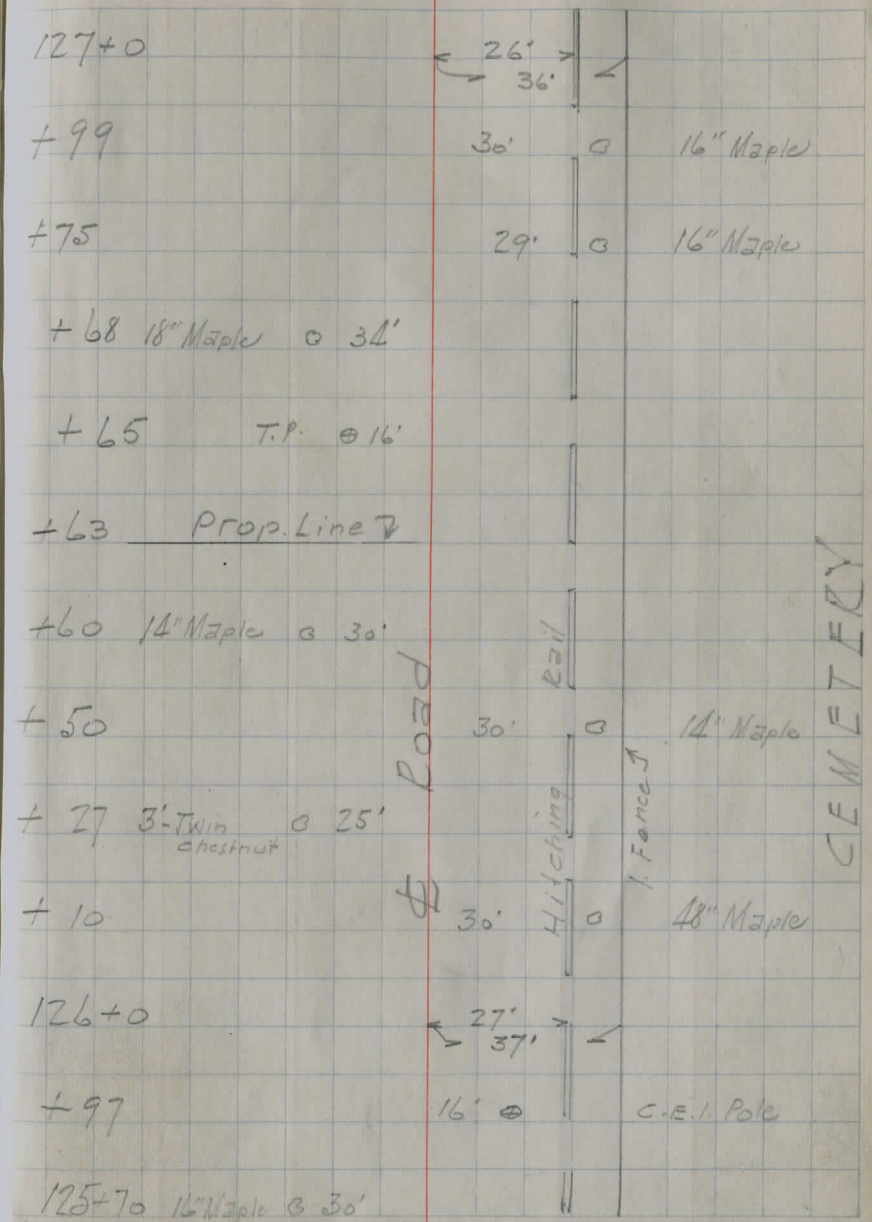
+60

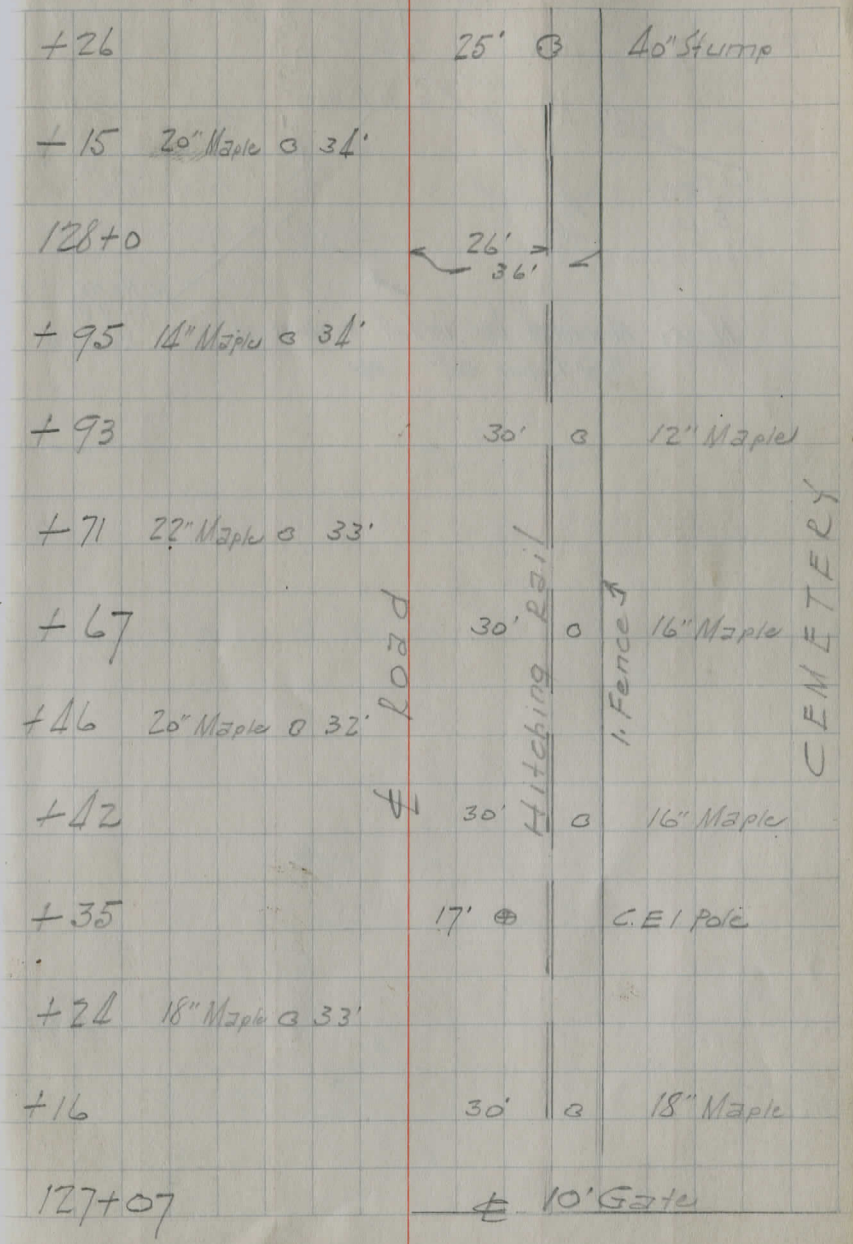
+57 14" Maple ⊙ 28'

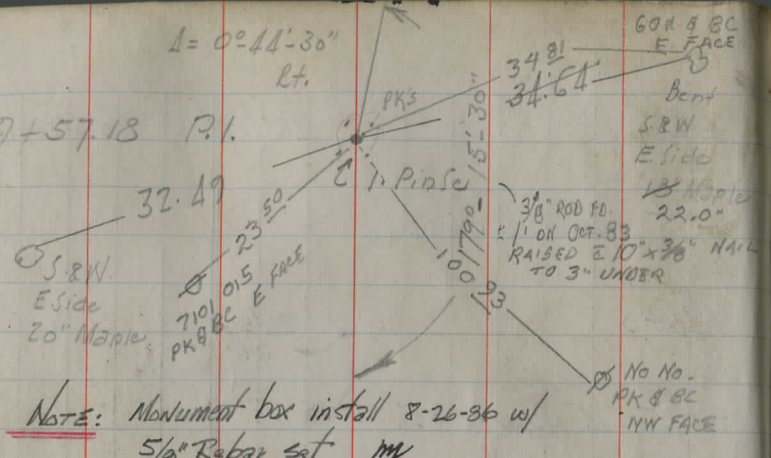
+52

124+12 14" Stump ⊙ 30'

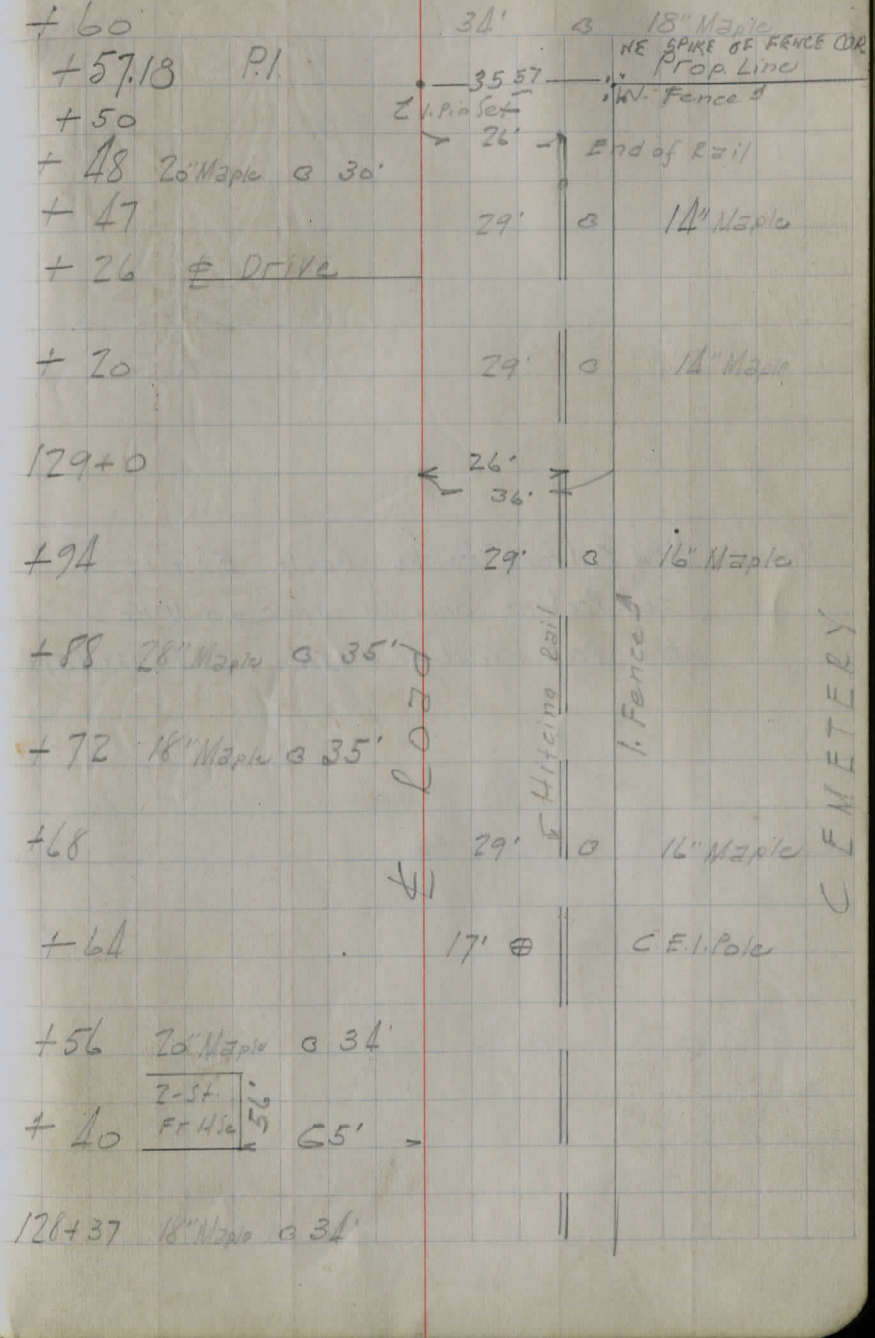



127+0
26'
36'
+99
30'
16" Maple
+75
29'
16" Maple
+68 18" Maple @ 34'
+65 T.P. ⊕ 16'
+63 Prop. Line
+60 14" Maple @ 30'
+50
30'
14" Maple
+27 3'-Twin Chestnut @ 25'
+10
30'
48" Maple
126+0
27'
37'
+97
16' ⊕
C.E.I. Pole
125+70 16" Maple @ 30'
Post
Rail
Hitching
1 Fence
CEMETERY


+26
25' ⊙ 40" Stump
+15 20" Maple @ 34'
128+0
26'
36'
+95 14" Maple @ 34'
+93
30' @ 12" Maple
+71 22" Maple @ 33'
+67
30' @ 16" Maple
+46 20" Maple @ 32'
+42
30' @ 16" Maple
+35
17' ⊕ C.E.I. Pole
+24 18" Maple @ 33'
+16
30' @ 18" Maple
127+07
℄ 10' Gate
Road
Hitching Rail
1. Fence
CEMETERY



NOTE: Monument box install 8-26-86 w/ 5/8" Rebar set MV



Note: New Culvert to be Built East of the Present one in order to Meet the Pres. Outlet Channel (Sta 133+45)

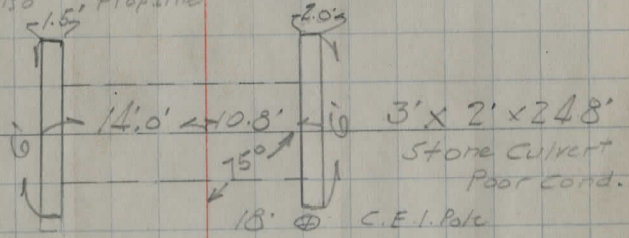
135+35 18' ⊕ C.E.I. Pole

134+31 T.P. ⊕ 19'

+97 17.5 ⊕ C.E.I. Pole

+54 10" Maple @ 28'

133+45 ℄ Outlet Channel also Prop. line



+73.5

132+51 18' ⊕ C.E.I. Pole

+84 T.P. ⊕ 20'

131+20 17' ⊕ C.E.I. Pole

130+15 23' @ 12" Maple

+94.5 17' ⊕ C.E.I. Pole

+94 23' @ 12" Maple

129+62 T.P. ⊕ 18'

+47 18' ⊕ C.E.I. Pole

+34 T.P. ⊕ 17'

+26 ←50'→ Prop. Line

Brush

+26 12" Maple @ 30' 8"-24' C.I. Pipe (Fair cond.)

<14'

139+20 ℄ Drive

+95 12" Maple @ 29' 105°

+33 8" Maple @ 29'

+10 18' ⊕ C.E.I. Pole

138+01 8" Maple @ 29'

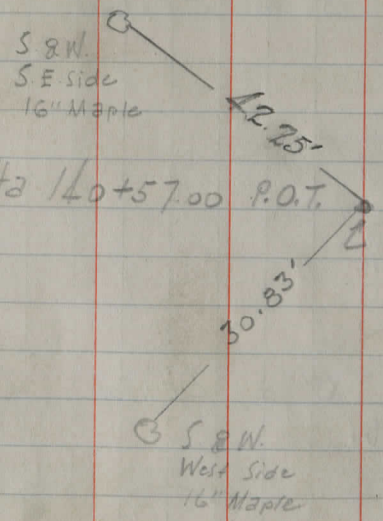
+83 T.P. ⊕ 19'

+75 8" Maple @ 29' Road

+72 18' ⊕ C.E.I. Pole

+43 8" Maple @ 29'

136+11 10" Maple @ 29'



142+0 31'

+73 T.P. ⊕ 18'
W. Fence ℄

+38 End of Stone Pipe
6'-6" T.Pe

+37 ℄ Prop. Line 32'
℄ W. Fence
℄ 120' to acc.

+33 16" Maple ⊙ 30'

+30 ℄ Drive

141+14 14" Maple ⊙ 30'
Pole ℄

+87 16" Maple ⊙ 30'
+81 19' ⊕ ℄ El. Pole
+57.00 P.O.T.
℄ 1. Pin Set

+54 16" Maple ⊙ 30'

+48 2-St Fr Hse 50' 70'

140+23 14" Maple ⊙ 29'

139+91 14" Maple ⊙ 29'

+75 T.P. ⊕ 19'

+67 ℄ Drive

+64 10" Maple ⊙ 18'

+40 10" Maple ⊙ 18'

+32 1½-St Fr Hse 32' 58'

+30 ℄ Plank Drive

+19 8" Maple ⊙ 18'

+18 ℄ P.L.? 34'
W. Fence

144+0 34'

+86 20" Maple ⊙ 32'

+52 19' ⊕ C.E.I. Pole

+50 16" Maple ⊙ 30'

143+0 32'

142+15 19' ⊕ C.E.I. Pole

℄ W. Fence

℄ Road

+24 12" Apple @ 33'

+12 T.P. ⊕ 19'

147+07

℄ Prop Line

+30 Prop Line @ 48'

14" Maple

Fr. SHED 10'

+18 30'

+16 3"-4' Tile 19' ⊕ C.E.I. Pole

146+09 ℄ Drive 12'

+80 16" Maple @ 28'

1½-St. Fr Hse 38'

+59 61'

℄ Road

+38 14" Apple @ 34'

+22 10" Maple @ 18'

145+20 Prop Line

+85 19' ⊕ C.E.I. Pole

144+84 10" Maple @ 18'

149+18 T.P. ⊕ 19'

+86 20' ⊕ C.E.I. Pole

+82 43' ⊙ 14" Apple

+70 Prop. Line ⊙ 29'
14" Apple

+38 32' ⊙ 18" Maple

148+32 20" Apple ⊙ 30'

+97 14" Apple ⊙ 32'

℄ Road

+95 59' 30' 2-St Fr. Hse

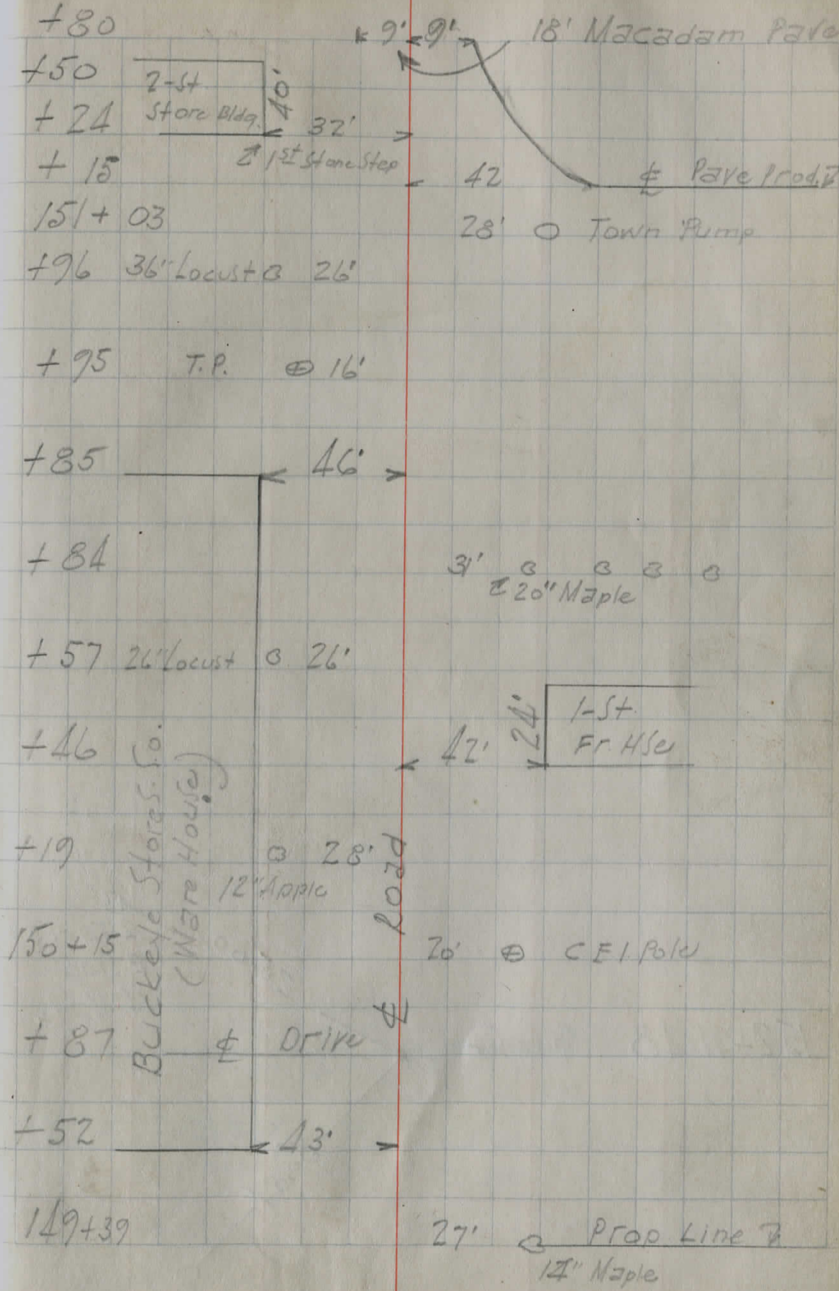
+88 ℄ Plank Drive

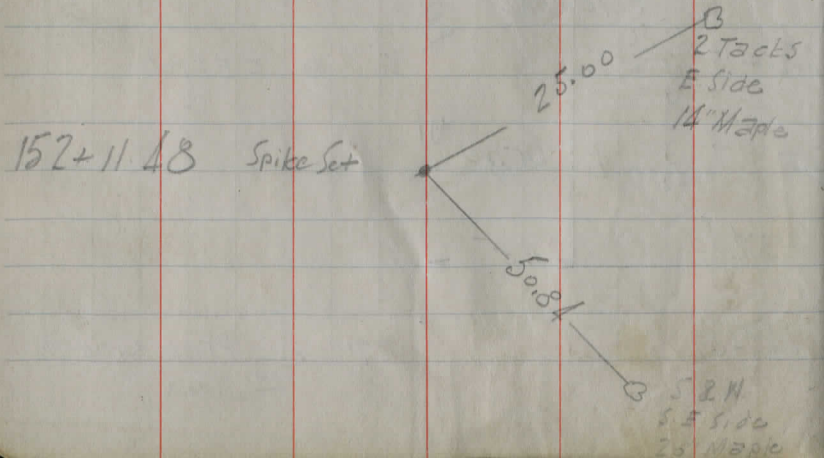
+83 14" Apple ⊙ 33'

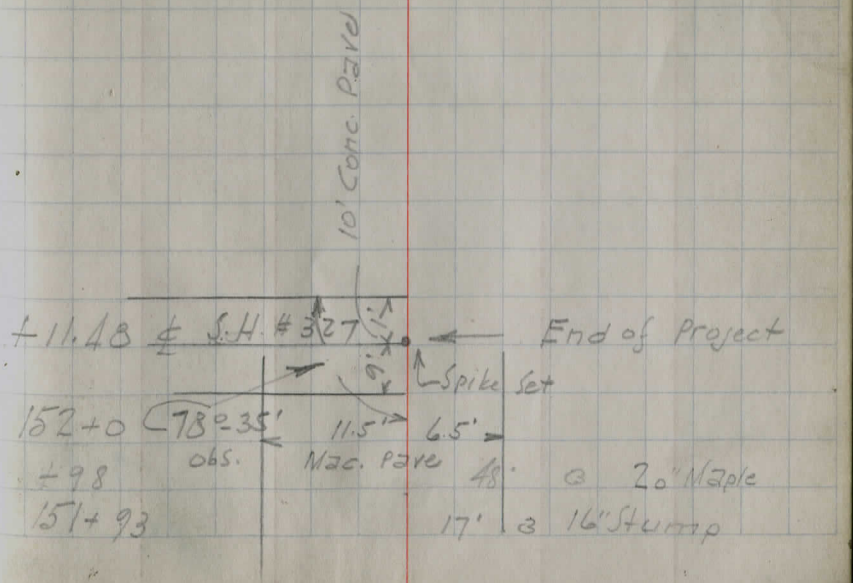
+73 34' ⊙ 18" Pear

+51 20' ⊕ C.E.I. Pole

147+36 10" Maple ⊙ 34'


+80 9' 9' 18' Macadam Pave
+50 2-St. Store Bldg. 40'
+24 32'
+15 ℄ 1st Stone Step 42 ℄ Pave Prod.
151+03 28' Town Pump
+96 36" Locust 26'
+95 T.P. 16'
+85 46'
+84 31' ℄ 20" Maple
+57 26" Locust 26'
+46 42' 24' 1-St. Fr Hse
+19 28' 12" Apple
150+15 20' CEI Pole
+87 ℄ Drive
Buckeye Stores Co. (Ware House)
℄ Road
+52 43'
149+39 27' Prop Line 14" Maple


152+11.48 Spike Set
25.00
2 Tacks
E Side
14" Maple
50.00
S.B.M.
S.E. Side
20" Maple


10' Conc. Pavel
+11.48 ℄ S.H. #327
End of Project
Spike Set
152+0
78°-35'
obs.
11.5'
Mac. pave
6.5'
48'
20" Maple
17'
16" Stump
+98
151+93

CH. #7 23 July 65 NOTES FOR PLANS FOR TOP

	+	HI	−	Elev	
B.M.	2.76	102.76		100.0	
sta 0+0			4.55	98.21	
" 0-1			6.10	96.66	- 1.55
" 0-2			5.1	97.66	+ 1.0
" 0-3			0.02	102.74	+ 5.08
T.P.	8.17	109.86	1.07	101.69	
" 0-4			4.20	105.66	+ 2.92
0-5			4.20	105.66	—
0-6			4.60	105.26	- 0.4

Profile Leroy Rd

B.M.	5.00	105.0		100.0	
intsection			4.2	100.8	
100'			7.5	97.5	- 3.3
200			7.3	97.7	+ 0.2
300'			7.8	97.2	- 0.5
400			10.3	94.7	+ 2.5
T.P.	7.80	100.80	12.0	93.0	
500'			8.7	92.1	- 2.5
600'			10.7	90.1	- 2.0

NOTE. START MIX AT 00+07 16' WIDE

Vert spk E side 20" Maple Lt sta 0+12

Typical section
18' pavement 3' for berms
1½' to ℄ ditch

N S
reference drill hole center of W head wall at Leroy Rd

Typical Sec.	7.3 / 30	8.6 / 13	7.8 / 11	7.8 / 9	8.0 / 9	8.1 / 15	9.5 / 19	8.0 / 20 & 30

edge gravel berm

culvt W head wall breaking off needs attention

	+	HI	−	Elev

Profile Trask Rd

BM	4.03	104.03	100.0	
int			4.8	
100'			4.0	+0.4
200'			3.9	+0.5
300'			4.0	−0.1
400'			4.1	−0.1
500'			4.4	−0.3
600'			4.8	−0.4

W E

NW & W head wall at intersection

Typical section Flatout 5.5/14 6.0/10 5.0/8 (edge gravel) 4.8/13 5.3/15 4.3/17 Flatout

profile Clay St S

	+	HI	−	Elev
BM	8.8	108.8		100.0
int			℄S 8.80	
100' S			7.60	
200' S			5.9	
300' S			0.2	
400' S			2.7	
500' S			1.3	
600' S			0.5	
		Clay St N.		
int			℄N 8.8	
100' N			11.6	97.2
T.P.	3.36	100.30	11.86	96.94
200' N			4.6	95.7
300' N			6.5	93.8
400' N			8.0	
500' N			8.7	
600' N			±13.	87.3

W E

int section

Typical section 6.2/30 5.5/16 7.3/13 6.4/10 (↑ edge gravel) 6.5/9 (↑) 6.5/12 7.5/10 6.2/16 4.7/30

Typical section level out 4.2/15 8.1/11 7.0/9 (↑ edge gravel) 6.9/7 (↑) 8.2/11 6.2/15 level out

	+	HI	−	Elev	
		Profile Dewey Rd S			
BM	11.72	111.72		100.0	
int			12.1		99.6
100' S			10.4		01.3
200' S			7.4		04.3
300' S			3.6		08.1
T.P.	11.73	122.41	1.04	110.68	
400' S			9.7		12.7
500' S			3.2		19.2
T.P.	10.21		0.49		
600' S			0.2		
			Dewey Rd N		
B.M.	1.05	101.05		100.0	x=99.6
100' N			6.2		95.2
200' N			9.2		92.2
T.P.	0.26	89.97	11.70	89.71	
300' N			1.9		88.1
400' N			6.0		84.0
500' N			11.0		79.0
600' N			15.6		

W E

Mast scw & of scw headwall at int section

Typical section: flat out | 10.0 / 17 | 11.5 / 13 | 10.8 / 10 | 11.0 / 8 | 12.3 / 11 | 9.0 / 19 | r/t out

flat out | 7.6 / 19 | 6.7 / 13 | 2.7 / 11 | 7.0 / 10 | 6.6 / 7 | 6.0 / 7 | 7.0 / 11 | 5.1 / 17 | flat out

Profile C.H. #7 from ledge hill to ℄ 528

	+	HI	−	Elev	
B.M.	1.49	1282.10		1280.61	
sta 14+0			8.60		1273.5
" 13+0			11.05		1270.65
T. P.	0.59	1270.81	11.88	1270.22	
sta 12+0			1.95		68.86
sta 11+0			3.45		67.36
" 10+0			4.50		66.31
" 9+0			5.35		65.46
" 8+0			6.10		64.71
" 7+0			6.60		64.21
" 6+0			6.60		64.21
T. P.	10.18	1274.54	6.05	1264.36	
" 5+0			9.70		64.84
" 4+0			8.40		66.14
" 3+0			6.80		67.74
" 2+0			3.10		71.44
T. P.	7.37	1281.30	0.61	1273.93	
B.M.			5.86	1275.44	
1+30			5.20		76.10
sta 1+0			3.30		78.00
0+0			6.0		75.3

Profile S. on 528 E side Park

100's			5.1		
200's			5.35		

Top of third NE ℄ brick above foundation C.E.I. communications bldg. (Thompson ledges)

sta 1+30 = ℄ 528 running S on E side park

N.E. ℄ Tele. booth (conc.) base N end Thompson Park

	+	HI	−	Elev
		1281.30		
300' S			5.55	
400' S			6.0	
500' S & T.P.	4.87	1279.07	7.10	1274.20
B.M.			2.90	1276.17
600' S around end			5.85	
600' starting N. on W. side			7.75	
700'			11.10	
800' N			11.50	
900' N			10.90	
1000' N			10.50	
T.P.	11.93	1280.38	10.62	1268.45
1100' N			10.60	
1200' N			8.60	
B.M.			9.92	1275.46
Now continuing N on 528				
100' N			5.50	
200' N			6.15	
300' N			6.35	
400' N			6.40	
500' N			5.70	
600' N			3.90	

Elev 1277.0
U.S.G.S. on Face Paul Robinson Garage
& continuation S on E side of Park.
continuing in center of pavement around
S end of Park & N along W. side.

Tele booth base

1150

	+	HI	−	Elev	
	Profile Under Rd S.				
BM	3.67	1153.67		1150	
Int.			3.40		
100' S			8.55		
200' S			5.90		
300' S			0.80		
400' S			1.40		
500' S			5.80		
600' S			4.90		
	Under Rd N				
100' N			1.20		57.67
T.P.	7.01	1161.25	0.43	1153.24	
200' N			4.90		56.3
300' N			3.10		58.1
400' N			1.65		
500' N			1.75		
600' N			4.20		

W. E

NW & N Headwall in NW quadrant of Under
ECH #7.

typical section	-2.0 / 30	6.3 / 17	5.7 / 15	5.9 / 10	6.1 / 10	7.6 / 14	4.6 / 20	down out
	2.0 / 24 out	0.8 / 16	4.5 / 19	4.25 / 10	4.5 / 10	4.85 / 12	5.3 / 10	3.6 / 17 out

	+	HI	−	Elev	
		Profile Sidley Rd S.			
		110.2 W			
100' S			0.55		105.7
200' S			3.45		
300' S			1.95		
400' S			0.50		109.7
T.P.	5.74	114.86	1.12	109.1 N	
500' S			3.60		111.3
600' S			1.80		
B.M.	10.20	110.2 W		100.	
		Sidley Rd. N.			
BM	1.88	101.88		100.0	
Int			0.80		101.1
100' N			0.30		
200' N			5.40		
300' N			6.20		
400' N			6.80		
500' N			7.55		
600' N			8.05		

W E

5.5/20 6.4/15 5.4/14 5.0/10 5.2/10 6.0/15 6.2/17 out

Top conc culvt Pipe N. Side CH #7 at Sidley

2.2/21 6.0/16 4.7/13 4.6/9 4.9/8 4.9/12 6.1/16 5.1/17 3.3/21 2.7/30 out

	+	HI	-	Elev
		Profile short Rd		
B.M.	0.10	100.10		100.0
℄ mix -22'			6.2	93.9
N edge pave. } for supper			6.0	
S edge pave }			6.7	
100' N			12.35	
200' N			12.30	
300' N			14.30	
400' N			10.20	
500' N			5.90	
600' N			7.60	
		Profile CH #7 Ashtabula County		
100' E			3.70	96.4
200' E			1.40	98.7
300' E			0.60	99.5
T.P.	3.98	103.76	0.32	99.78
400' E			3.3	100.46
N edge pave } supper			4.2	
S edge pave } 1st curve in Ast. County			2.7	
500' E			3.1	100.66
600' E			3.2	100.56

Margin monument for P.T. of curve 27
Geauga Ashtabula County line (CH #7)
± 115' into Ashtabula

W E

13.2/14 12.3/5 12.6/6 13.9/10 13.1/13

N S

2.8/20 4.6/16 3.8/13 3.5/9 4.3/9 4.8/18 6.5/24 2.0/30 ℄ out

KEITH'S RAILROAD CURVE TABLES.

Published by KEUFFEL & ESSER CO., New York.

HOW TO USE KEITH'S TABLES.

EXAMPLE.

Wanted a Curve with an Ext. of about 12 ft. Angle of Intersection or I. P.=23° 20′ to the R. at Station 542+72.

Ext. in Tab. IV opposite 23° 20′=120.87
120.87÷12=10.07. Say a 10° Curve.

Tan. in Tab. IV opp. 23° 20′=1183.1
1183.1÷10=118.31.

Tab. V. correction for A. 23° 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° 20′=23.33°÷10=2.3333=L. C.

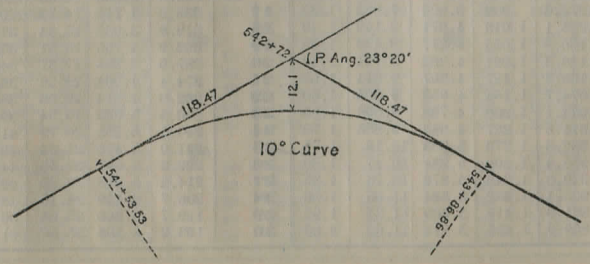
2° 19½′=def.	for	sta.	542	I. P.=sta.	542+72
4° 49½′=	"	"	"	+50	Tan.=	1.18.47
7° 19½′=	"	"	"	543	B. C.=sta.	541+53.53
9° 49½′=	"	"	"	+50	L. C.=	2.33.33
11° 40′=	"	"	"	543+	E. C.=sta.	543+86.86
				86.86		

100—53.53=46.47×3′(def. for 1 ft. of 10° Cur.)=139.41′=
2° 19½″=def. for sta. 542.

Def. for 50 ft.=2° 30′ for a 10° Curve.

Def. for 36.86 ft.=1° 50½′ for a 10° Curve

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



DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1½ TO 1.

FOR STONE TRACK ALLOWANCE.

	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.

R.