Inspector's Record.

Road

County Highway No.

165 A

LEVEL BOOK

373

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.

"Copyright, 1895, by Keuffel & Esser Co."

	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.

Jug St

CH #4 Sec H-X Sec. Pg 20

CAR		SIZE		DATE		Applied		Course	Remarks
Initial	Number	Weight	Kind	Received	Unloaded	STA	TO STA	4"	
NYC	404847	~~100400~~ 108400	No 46	8-9	8-9	176+00	181+00	"	✓
P&E	50380	118200	"	8-9	8-9	181+00	186+00	"	✓
NYC	401181	127600	"	8-9	8-9	186+00	189+00	"	✓
Erie	42305	118400	"	8-9	8-10	189+00	192+00	"	✓
NYC	404798	120600	"	8-9	8-10	192+00	195+30	"	✓
NYC	401080	108700	"	8-9	8-10	195+30	198+50		✓
NYC	402972	118400	"	8-10	8-10-12	198+50		"	✓
NYC	414095	118300	"	8-10	8-12			"	✓
NYC	419658	~~117300~~ 125300	"	8-10	8-12				✓ 12 Tons for Intersection
NYC	415881	130300	"	8-12	8-12				✓ STA 215+15
NYC	424050	131700	"	8-12	8-13				✓ 24 Tons for Widening
NYC	454172	144400	"	8-12	8-13				✓ STA 214+01
PM&W	62962	139600	"	8-12	8-13		220+00		✓ To STA 217+48
NYC	415368	114900	"	8-12	8-14				✓
Erie	26181	127500	"	8-12	8-14				✓ ~~16~~ 5 Tons Widning
Erie	27705	127400	"	8-12	8-15		233+20		✓ Intersection
NYS&W	8096	124500	"	8-12	8-16		236+50		✓ STA 221+29
NYC	401873	127800	"	8-13	8-16				✓
Total		2216260 lbs							

Initial	Car Number	Slag Weight	Kind	Date Received	Date Unloaded	Applied Sta	Applied To Sta	Course	Remarks
NYC	413981	135600	No 46	8-14	8-16			4"	
NYC	404153	134300	"	8 14	8-16			"	
B&O	331762	141200	"	8-14	8-16		250+75	"	
NYC	406524	125300	"	8-16	8-16		254+50	"	
NYC	407891	122000	"	8-16	8-17			"	
PRR	52436	137800	"	8-16	8-17		259+00	"	
NYS&W	10921	139700	"	8-16	8-17			"	
Erie	32016	136300	"	8-16	8-17		270+50	"	
Erie	31253	132900	"	8-16	8-19			"	
PMcKY	61085	149800	"	8-17	8-19			"	9 Jons Widnes
PMcKY	61964	144900	"	8-17	8-19			"	STA 261+50
NYC	405940	125300	"	8-17	8-19			"	STA 176+00 To
~~Erie~~	~~28938~~	~~130700~~	~~"~~	~~8-19~~	~~8-19~~			"	STA 287+50
NYC&SW	8269	128700	"	8-19	8-20		287+50	"	1978 ½ Jon's
Erie	28938	130700	"	8-19	8-20	153+00	156+00	"	
Erie	26901	129100	"	8-20	8-20	156+00	160+00	"	
NYS&W	11073	133900	"	8-20	8-21	160+00	164+00	"	
Erie	25159	131700	"	8-20	8-21	164+00	167+50		
NYS&W	11168	131500	"	8-20	8-21	167+50	172+50		
		TOTAL	2406500 lb						

Car		Slag		Date		Applied		Course	Remarks
Initial	Number	Weight	Kind	Received	Unloaded	Sta	To Sta	4"	
						150+00	147+00		
Erie	26184	123400	No 46	8-21	8-22	172+50	173+00	"	
Erie	28960	119500	"	8-21	8-22	147+00	143+00	"	
Erie	32664	137200	" 1000 add	8-21	8-22	143+00	149+00	"	Skipped 100' Sta
Erie	26147	120900	"	8-22	8-23	148+00	135+00	"	149+00 Culvert 75
Erie	32826	126400	"	8-22	8-24	135+00	131+00	"	Replace
NYS&W	10461	131800	"	8-22	8-24	131+00	175+25	"	
PMcK&Y	615-75	60500	"	8-23	8-24	175+25	125+36	"	2721 Tons
NYC	400547	120800	"	8-28	8-30	97+00	93+50	"	
P&LE	52002	127700	"	8-28	8-31	93+50			
Erie	26369	127800	"	8-28	8-31				
Erie	255-69	124900	"	8-28	8-31		81+00		
PMcK&Y	60804	128700	"	8-29	9-1	81+00			
P&LE	52292	141700	"	8-29	9-1		70+50		
PMcK&Y	65174	144900	"	8-30	9-2				
P&LE	50397	140000	"	8-30	9-2				
Erie	28727	132800	"	8-30	9-2				
Erie	30350	129500	"	8-30	9-2		57+00		
Total lbs		2137800					Total From Sta 97+00		13233-00

CAR		SLAG		DATE		Applied		Course	Remarks
Initial	Number	Weight	Kind	Received	Unloaded	STA	TO STA	4"	
Erie	31786	128400	no 46	8-31	9-3	57+00	54+00	"	
Erie	42264	128800	"	8-31	9-4	54+00	50+50	"	
NYS&W	111041	127800	"	8-31	9-4	50+50	47+00	"	
Erie	25601	122800	"	9-2	9-4	47+00	43+00	"	100' skidded culverts
NYS&W	10362	131700	"	9-2	9-4	43+00	38+50	"	to Replace
NYS	408578	120000	"	9-2	9-5	38+50	35+00	"	
P&LE	52400	136700	"	9-2	9-5	35+00	30+50	"	
NYC	418599	134600	"	9-2	9-5	30+50	26+50	"	
P&LE	52560	126600	"	9-3	9-6	26+50	23+50	"	40000 lbs Deducted
NYC	418567	127800	"	9-3	9-6	23+50	19+75	"	from TOTAL TONNAGE
B&O	223432	118400	"	9-3	9-7	19+75	16+00	"	on This Page WASTED
B&O	423737	117600	"	9-3	9-7	16+00	12+00	"	AT Unloader
WM	15786	124900	"	9-3	9-7	12+00	10+00	"	
P&LE	57566	131500	"	9-5	9-7	10+00	6+00	"	
NYC	~~406027~~	~~109000~~	"	9-5	9-7	6+00	2+75	"	
NYC	400645	59850	"	9-8	9-8	2+75	1+00	"	1/2 of This CAR
		40000	WAST AT unloader						Hauled to Mumford
		19850							Job.
									1615.4 Tons from STA 97+00

TOTAL lbs 1908450

CAR		SLAG		DATE		Applied		Course	Remarks
Initial	Number	Weight	Kind	Received	Unloaded	STA	TO STA	4"	
Erie	32669	67050	No 46	9-14	9-17	1+00	0+00	"	← Including Intersection at STA 53+78 Right and Left ½ car from Montford Jct

TOTAL TONAGE STA 287+50 To STA 125+36 — 700' Uncompleted
STA 97+00 To STA 0+00 culverts

8740.00 lbs
~~4370.20 Tons Applied~~

Including Approaches
And Intersections

4417 Reg?

Total
2(8,750.00)
4375.0 Tons. Toffice

Inspector - Moore Oct 1929

Initial	No	Weight		Received	Unloaded	Location
NYC	427361	90900		10-3	10-9	V2 to Mumford Rd. (90900)
NYC	426207	181300		10-3		
E	25922	115600		10-3		
PLE	57391	163100		10-3		
PMcKY	53334	172500		10-4		
NYC	428967	182700		10-4		
PMcKY	53557	193500		10-4		
"	62449	132300		10-7		
PRR	744772	169100	L	10-7		To Middlefield Twp. (RW) OK.
	423083	130500	L	10-7		To Troy Twp. OK MRR
NYC	403758	113300	L	10-7		To Troy Twp OK MRR
PMcKY	52375	163700		10-7		
NYC	408353	120300		10-7		
NYC	423486	126400		10-7		
NYC	424071	135300		10-7		
NYC	414220	111600		10-7		
PRR	174732	160000	L	10-7		To Middlefield Twp (RW) OK.

2472100
572900
2)1899200
949600 Tons

4 cars sold
Total.

169100
130500
113300
160000
572900

Cars not listed by Inspectors
and O.K. by Std Slag Co and Ry Co

Initial	No.	Weight	Received
C	411966	120600	9-7-29
R	50621	126900	9-13-29
K	61694	132400	9-13-29
C	418980	130700	9-14-29
K	62626	123700	9-14-29
C	400745	120200	9-14-29
		754500	

377.2 Tons

2" Surface Course 1929

Initial	No	Weight	Date Received	Date Unloaded
PMcKY	56157	113800	11-29	
NYC	430114	202300	11-29	
PMcKY	53524	145600	11-29	
PLE	67185	148500	11-29	
B&O	224726	115800	11-27	
PLE	67074	145300	11-27	

Nov 27 to Dec 7

2 871300

435.6 Tons

ARR	208371	59000	4/30/30	

Location

2/3 To Jug St - 113,800 } 170400
1/3 To Mumford - 56600 }

{ 1/2 to Ensign Road culverts - 59000 CB
1/2 to Jug St. - 59000 CB.

Feb. 1930

Initial	No.	Weight
NYC.	420307	119300 ↓
Erie	37013	113200 ↓
NYC.	420725	124300 ↓
NYC.	401830	120800 ↓
NYC	404249	99900 ↓
NYC	418983	113600 ↓
NYC	417234	98800 ↓
NYC	410477	96300 ↓
Erie	30764	111000 ↓
Erie	27552	101200 ↓
E	29944	107100 ↓
Sasq.	8078	113100 ↓
E	35068	111100 ↓
E	26803	121400 ↓

2" Top Course Feb. 1930

Initial	No	Weight	Dated Received
NYC	420307	119300	1/31/30
Erie	37013	113200	1/31
NYC	420725	124300	1/31
NYC	401630	120800	2/1
NYC	404249	99900	2/1
NYC	423102	122200	2/1
NYC	418983	113600	2/3
NYC	417234	98800	2/3
NYC	410477	106300	2/3
Erie	30764	111000	2/5
Erie	27552	101200	2/5
E	28944	107100	2/5
Susq.	8078	113100	2/6

Initial	No.	Weight	
E	35068	111100	2/6/30
E	26803	121400	2/7

2) 1,683,300
841.7 Tons.

E	25131	70000	2/11/30

56400 to Mumford Road.

1683300
70000
2) 1753300
876.65 Tons.

Summary of Slag base & Top Courses

From	To	Total weight		Inspector
8-9-29	9-14-29	8750,000	base	Belding.
9-9-29	9-14-29	754 500	base	overlooked ?
10-3-29	10-7-29	1899 200	base	Moore
11-27-29	11-27-29	871 300	Top.	MBR.
"	4-30-30	59 000	Top.	From Ensign.
1-31-30	2-7-30	1753 300	Top.	MBR.
7-21-30	7-25-30	1641 400	Top	MBR
	2	15728 700		

7864.3 Tons used.

5034	base
1300	Top.
1465	Extra Contract
7799	Tons
7864	
65	Tons excess

1929

AUG 9TH

STARTED SLAG STA 176+00
TO STA 189+00 5 TRUCKS
HAULING

AUG 10TH

LAID SLAG STA 189+00 TO 195+30
5 TRUCKS HAULING

AUG 12TH

LAID SLAG STA 195+30 TO 213+20
5 TRUCKS HAULING

AUG 13TH

LAID SLAG STA 213+20 TO STA 220+00
4 TRUCKS HAULING

AUG 14TH

LAID SLAG STA 220+00 TO
STA 231+00 5 TRUCKS

AUG 15TH STA 231+00 TO STA 242+75
5 TRUCKS HAULING

AUG 16 74

LAID SLAG STA 242+75 TO
STA 255+00 5 TRUCKS HAULING

AUG 17 74

LAID SLAG STA 255+00 TO 267+00
CULVERT AT STA 268+15 NOT
IN SKIPPED 200' STARTED SLAG
STA 269+00 LAID TO 271+00

AUG 19 74

LAID SLAG STA 271+00 TO 284+00
5 TRUCKS HAULING

AUG 20 74

LAID SLAG STA 284+00 TO
STA 287+50 END OF JOB
STARTED LAYING AT STA
153+00 LAID TO STA 160+00
5 TRUCKS HAULING

AUG 21 74

STA 160+00 TO 168+50
CULVERT STA 169+00 NOT IN
SKIPPED 100' LAID FROM STA
169+50 TO 173+00 5 TRUCKS HAULING

AUG 22 74

STARTED SLAG STA 150+00 LAID
TO 139+50 4 TRUCKS HAULING RAIN

AUG 23 74

LAID SLAG STA 139+50 TO STA 134+00
SKIPED 100' AT STA 139+00 TO 138+00
CULVERT TO BE REPLACED
RAIN AT 12 HR

AUG 24 74

FINISHED LAYING SLAG TO
STA ~~137+00~~ 125+36 INTERSECTION
AT STATE ROUTE 422

AUG 30 74

STARTED LAYING SLAG AT
STA 97+00 3 TRUCKS HAULING
FROM GARRETSVILL LAID SLAG TO
STA 92+00 3 TRUCKS

Aug 31 75/9

Laid slag sta 92+00 to
81+50 5 Trucks Hauling

Sep 1 75/11

Laid slag sta 81+50 to 71+50
5 Trucks Hauling

Sep 2 75/1

Laid from sta 71+50 to
sta 57+00 4 Trucks

Sep 3 75/4

Laid slag sta 57+00 to
sta 52+25 3 Trucks
Hauling

Sep 4 75/6

Laid slag sta 52+25
To sta 38+75
Skiped 100' sta 44+00 to 45+00
Culvert To be Relaid

Sep 5th Laid slag sta 38+75
To 26+50 5 Trucks Hauling

Sep 6 75/9 Laid slag from sta 26+50
To 19+75 4 Trucks
Hauling Rain in A.M.

Sep 7 75/9

Laid stone from sta 19+75
To sta 4+00 5 Trucks
Hauling

Sep 8 75/11

Finished Laying stone To
sta 1+00 Moved spreaders
To Mumford Corners Job
sta 1+00 To 0+00 Not Graded

Sep 11 75/4

Finished slag from sta 1+00
To sta 0+00 Laid Intersection
at sta 53+78 Right and Left
in P.M. 1/2 car from
Mumford Job

Driveway pipe as placed by Scott

Station	Side	12"	15"	18"
2	L	1		
2+50	R	1		
27+75	R	1		
27+80	L	1		
42+50	R		1	
44	L		1	
64	L	1		
70	R	1		
79	L	2		
85	R	1		
91+50	R			1
105	L		1	
108	R		1	
110+50	R		1	
117	L			1
119+50	L			1
127	R		1	
137	R	1		

Station	Side	12"	15"	18"
143	L	1		
154	L		1	
162	R	1		
169	L	1		
170	R			1
171+50	L			1
176	R			2
176	L			1
179	L		1	
186+50	R		1	
194	L	1		
195	R	1		
200	L	1		
209+50	L		1	
218	R	1		
221	R	1		
227	R	1		
231	R	1		

Station	Side	12"	15"	18"	
235+50	R			1	
245	R		1		
236+50	L			1	
251	R	1			
252	L	1			
272	L	1			
273	R	1			
280	R	1			
283	L	1			
286+50	R	1			Total
		27	11	10	48
Required		29	11	13	53
269	R		1		

Moved by MBR from Stockpiles on Mumford Rd to Sta 269

Moved by MBR from Sta 155 To 245

Jog 81 2" Cover July 21 1930

Initial	No	Weight	Received	Unloaded	
Erie	V 32017	123600	7/19/30	7/21/30	—
"	V 31668	119300	7/19/30	7/21/30	—
"	V 25964	113400	7/19/30	7/21/30	—
"	V 25294	111700	7/19/30	7/22/30	—
"	V 32287	120600	7/21/30	7/22/30	—
—	V 10178	114500	7/21/30	7/22/30	—
Erie	V 26028	111700	7/21/30	7/22/30	—
"	V 32116	117100	7/21/30	7/23/30	—
"	V 31624	123600	7/22/30	7/23/30	—
N Y C	V 419106	123400	7/22/30	7/23/30	—
Erie	V 33130	126700	7/22/30	7/24/30	—
"	V 25640	116400	7/22/30	7/24/30	—
"	V 30089	111600	7/23/30	7/24/30	—
N Y C	V 4166	103700	7/23/30	7/24/30	—

2 1641400
820.7 Tons

6 Trucks loads at 60 to 70
5 " " at 79 to 84
3 " " at 236
The balance of 125 to 216

2 1641400
820.7 Tons

Aug 14-1959 H. Patterson P. Young K. Temple D. Ridenour — CH #4 Music to — Auburn S.R. 87

Hot 85°

	+	HI	-	Elev	
B.M.#3	2.72	1236.94		1234.22	Vert SPK
T.P.	2.74	1236.11	3.57	1233.37	
T.P	6.06	1236.29	5.88	1230.23	
110+0			4.14	1232.15	
111+0			2.70	1233.59	
T.P.	9.23	1243.75	1.77	1234.52	
112+0					
+50					
T.P.	9.34	1249.44	3.65	1240.10	
113+0					
+50					
114+0					
T.P.	8.24	1252.78	4.90	1244.54	
+50					

Rod Sec. 4 — 20

W — E

SW. Root 24" Elm 32' Rt Sta 100+11

35.65

7.7/30 6.9/27 9.3/17 8.3/10 8.1 8.2/10 9.3/14 9.1/19 6.0/25 5.8/30

39.65

4.1/30 4.1/28 7.7/17 7.7/14 6.4/10 6.1 6.3/10 7.1/14 7.1/19 3.1/26 3.1/30

40.74

6.6/30 6.5/26 11.2/16 9.1/11 8.7 8.8/11 10.9/16 7.4/25 2.0/30

43.74

3.8/30 3.5/27 8.6/16 6.1/9 5.7 5.9/13 8.2/18 5.6/23 5.2/30

46.04

2.2/30 2.1/24 6.3/17 3.8/10 3.4 3.6/12 6.0/17 5.5/20 2.1/25 2.2/30

47.48

5.2/30 5.2/23 8.2/17 5.6/11 5.3 5.8/13 8.4/18 5.6/24 5.5/30

		1252.78		
115+00				
+50				
116+00				
+50				
T.P.	8.75	1258.48	3.05	1249.73
117+00				
+50				
118+00				
+50				
T.P.	6.45	1262.94	1.99	1256.49
119+00				
+50				

W ℄ E

47.88

6.5/30 — 6.0/19 — 6.9/17 — 5.0/10 — 4.9 — 5.2/12 — 6.8/18 — 5.8/22 — 5.7/30

48.18

6.8/30 — 6.9/25 — 5.8/22 — 6.1/17 — 4.8/10 — 4.6 — 4.9/11 — 6.3/18 — 5.7/30

48.48

6.5/30 — 5.8/24 — 5.5/19 — 4.4/9 — 4.3 — 4.6/11 — 5.5/18 — 5.6/30

49.08

5.3/30 — 4.8/15 — 3.8/10 — 3.7 — 3.9/11 — 4.8/17 — 3.6/30

49.78

8.6/30 — 9.8/17 — 8.7/10 — 8.7 — 8.8/10 — 9.7/15 — 9.4/19 — 6.8/30

51.08

6.6/30 — 6.2/27 — 8.9/15 — 7.5/10 — 7.4 — 7.7/10 — 8.5/17 — 8.0/20 — 4.5/30

52.68

4.5/30 — 4.1/27 — 7.8/15 — 6.0/11 — 5.8 — 5.9/14 — 7.3/17 — 2.0/30

54.58

2.9/30 — 3.0/25 — 6.2/17 — 4.2/11 — 3.9 — 4.3/11 — 5.2/16 — 0.8/30

56.14

6.4/30 — 6.4/23 — 9.1/17 — 6.9/9 — 6.8 — 7.0/11 — 8.2/18 — 5.5/24 — 4.6/30

57.54

5.6/30 — 5.4/23 — 7.4/17 — 5.8/10 — 5.4 — 5.7/12 — 7.3/17 — 4.9/23 — 4.3/30

		1262.94						W		℄		E		
										√58.24				
120+0						5.1/30	5.0/21	6.2/17	4.9/9	4.7	4.9/12	6.2/17	4.8/23	4.1/30
										√58.04				
+50						5.3/30	5.2/20	6.6/17	5.1/10	4.9	5.1/13	6.7/18	5.1/23	4.4/30
										√57.14				
121+0						5.9/30	5.7/21	7.1/16	5.9/10	5.8	6.0/13	7.4/18	6.0/23	4.8/30
										√54.24				
+50						7.0/30			6.9/9	6.7	6.8/13	8.2/18	6.8/23	6.6/30
										√55.64				
122+0						7.6/30		8.6/16	7.6/9	7.3	7.5/13	8.9/19		7.2/30
B.M.			4.88		Hort SPK	SW side	CEI #			Sta 120+90				30' Lt

113+26 C.I.P. 12" x 27' Drive Culvert (E)

121+10 C.I.P. 8" x 12' Drive " (W)

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1½ TO 1.

FOR SINGLE TRACK EMBANKMENT.

	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.