

Inspector's Record.

1000 Road

County Highway No. 1000

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.

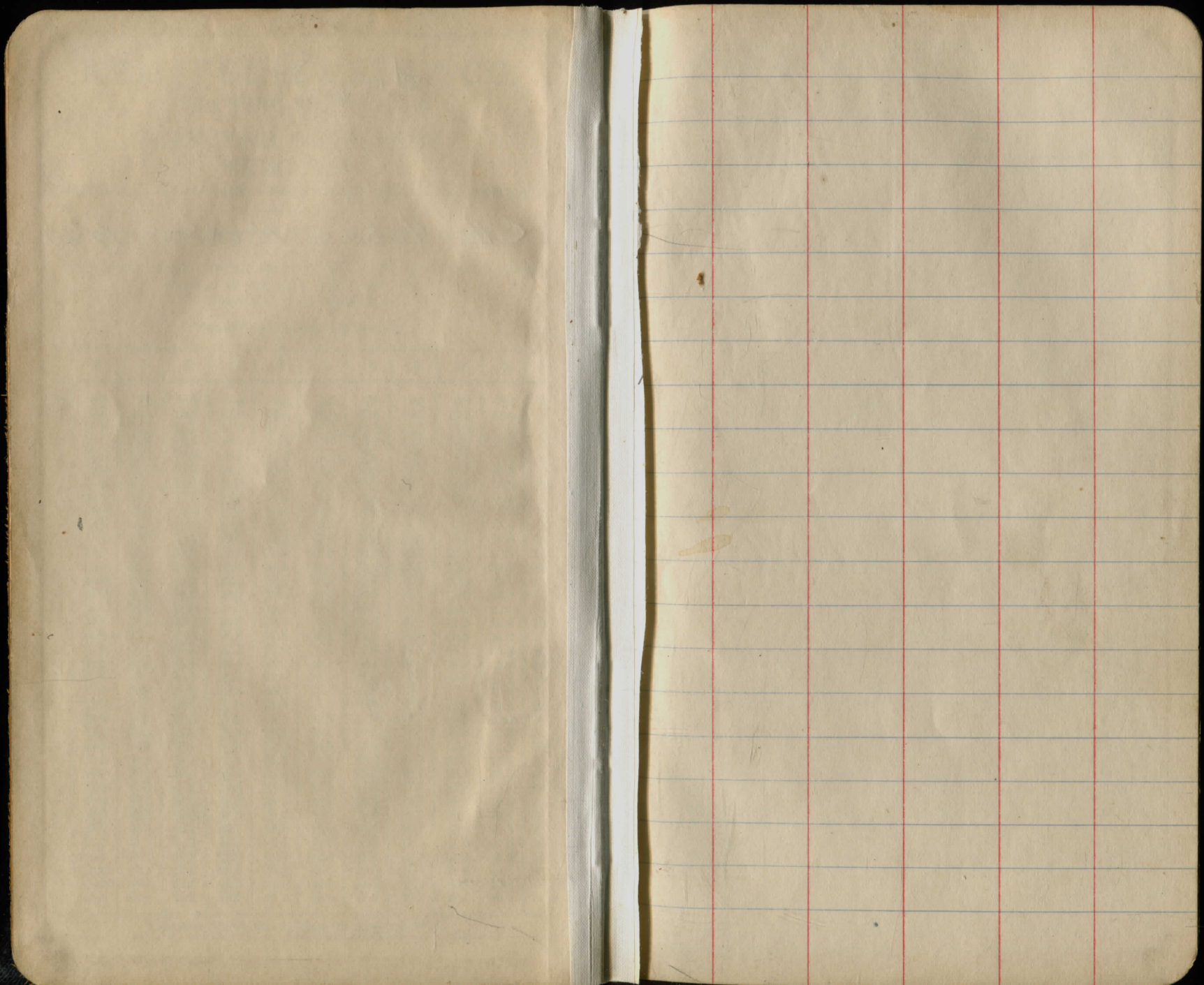
"Copyright, 1895, by Keuffel & Esser Co."

	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.

July St

CH #4 sec H-X. sec. Pg 20





CAT

SIAC

DATE

Aug 1929

Applied

Course

Remarks

INITIAL	Number	Weight	Kind	Received	Unloaded	STA TO STA	4"	
Ny c	404847	<sup>108400</sup> <del>100400</del>	No 46	8-9	8-9	176+00	181+00	✓
P&E	50300	118200	...	8-9	8-9	151+00	186+00	✓
Ny c	401187	127600	...	8-9	8-9	156+00	189+00	✓
Eric	42305	118400	..	8-9	8-10	189+00	192+00	✓
Ny c	404798	120600	...	8-9	8-10	192+00	195+30	✓
Ny c	401080	108700	...	8-9	8-10	195+30	198+50	✓
Ny c	402972	118400	...	8-10	8-10-12	198+50		✓
Ny c	414095	118300	...	8-10	8-12			✓
Ny c	419658	<sup>125300</sup> <del>117300</del>	...	8-10	8-12			✓ 12 Tons for Intersection
Ny c	415881	130300	...	8-12	8-12			✓ STA 215+15
Ny c	424050	131700	...	8-12	8-13			✓ 24 Tons for Widening
Ny c	454172	144400	...	8-12	8-13			✓ STA 214+01
PM&KIF	62966	139600	...	8-12	8-13	220+00		✓ TO STA 217+48
Ny c	415368	114900	...	8-12	8-14			✓
Eric	26181	127500	...	8-12	8-14			✓ <del>5-</del> 5 Tons Widening
Eric	27705	127400	...	8-12	8-15	233+20		✓ Intersection
Ny SW	8096	124500	...	8-12	8-16	236+50		✓ STA 221+29
Ny c	401873	127800	..	8-13	8-16			✓

TOTAL

221 6200 lbs

INITIAL	CAF	Weight	SIAC	Kind	DATE		App'd		course	REMARKS
	Number				Received	Unloaded	STA	To STA		
Nye	41394	135600	No 46	8-14	8-16				4" ✓	
Nye	404153	134300	"	8-14	8-16				" ✓	
B&Q	331762	141200	"	8-14	8-16		250+75		" ✓	
Nye	406524	125300	"	8-16	8-16		254+50		" ✓	
Nye	407891	122000	"	8-16	8-17				" ✓	
P&L E	52436	137800	"	8-16	8-17		259+00		" ✓	
NYS&W	10921	139700	"	8-16	8-17				" ✓	
Eric	32016	136300	"	8-16	8-17		270+50		" ✓	
Eric	31253	132900	"	8-16	8-19				" ✓	
PMA&K	61085	149500	"	8-17	8-19				" ✓	9 tons widener
PMA&K	61964	144900	"	8-17	8-19				" ✓	STA 281+50
Nye	405940	125350	"	8-17	8-19				" ✓	STA 176+00 To
<del>Eric</del>	<del>25938</del>	<del>130700</del>	<del>"</del>	<del>8-19</del>	<del>8-19</del>				" ✓	STA 287+50
NYS&W	8269	125700	"	8-19	8-20		297+30		" ✓	1978 1/2 - Jon's
Eric	25938	130700	"	8-19	8-20	153+00	158+00		" ✓	
Eric	26901	129100	"	8-20	8-20	156+00	160+00		" ✓	
NYS&W	11173	133900	"	8-20	8-21	160+00	164+00		" ✓	
Eric	25159	131700	"	8-20	8-21	164+00	167+50		" ✓	
NYS&W	11168	131500	"	8-20	8-21	165+50 167+50	169+50 172+50		" ✓	
TOTAL			2406500 lb							



CAR	SLAG	DATE	Applied	Course	Remarks				
INITIAL	Number	Weight	Kind	Received	Unloaded	STA 70 STA	4"		
Eric ✓	31786	12840	<sup>20</sup> 46	8-31	9-3	57+00	54+00	"	
Eric ✓	42264	12880	"	8-31	9-4	57+00	50+50	"	
MYS8W ✓	111041	12780	"	8-31	9-4	50+50	47+00	"	
Eric ✓	25601	12280	"	9-2	9-4	<del>42+00</del> 47+00	<del>42+00</del> 45+00	"	100' skidded rollers
MYS9W ✓	10362	13170	"	9-2	9-4	42+00	38+50	"	to Replace
MYS ✓	408578	12050	"	9-2	9-5-	38+50	35+00	"	
P82E ✓	52100	13670	"	9-2	9-5-	35+00	30+50	"	
Myc ✓	418599	13460	"	9-2	9-5-	30+50	26+50	"	
P82E ✓	52560	12660	"	9-3	9-6	26+50	23+50	"	40000 lbs Deducted
Myc ✓	418567	12780	"	9-3	9 <sup>th</sup> 6	23+50	19+75-	"	From Total Tonnage
B8Q ✓	223432	11840	"	9-3	9-7	19+75-	16700	"	on This Pave WASTED
B8Q ✓	423737	11760	"	9-3	9-7	15700	12700	"	AT unloader
WM ✓	15786	12490	"	9-3	9-7	12+00	10+00	"	
P82E ✓	57566	131500	"	9-5	9-7	10+00	6+00	"	
Myc ✓	<del>406029</del>	109000	"	9-5	9-7	6+00	2+75-	"	
Myc ✓	400645	59850	"	9-8	9-8	2+75-	1+00	"	1/2 of This car
		40000							Hauled to Mumford
		19850							Job.

TOTAL lbs 1900450

1615.4 Tons  
From STA 97+00

CAR	SLAC	DATE
INITIAL, number	Weight	Kind
ERIC 32669	67050	No 46
		9-14 9-17

TOTAL TONNAGE STA 287+50  
STA 97+00

Applied	COURSE	REMARKS
STA 70 STA 4"		
1+00 0+00	"	← Including Intersection at STA 53+78 RIGHT AND LEFT 1/2 CAR FROM MONTFORD JOB

To STA 125+36 - 700' UNCOMPLETED  
TO STA 0+00  
EULVERT'S

8740800 lbs

~~4370.20 TONS APPLIED~~

Including Approaches  
AND INTERSECTIONS

4417 Reg?

Total  
218,750,000

4375.0 TONS OFFICE

Inspector - Moore Oct 1929

Initial	No	Weight	Received	Unloaded	Location
NYC	427361	90900	10-3	10-9	1/2 to Mumford Rd. (90900)
NYC	426207	1191300	10-3		
E	25922	115600	10-3		
PLE	57391	163100	10-3		
PMKY	53334	172500	10-4		
NYC	428967	182700	10-4		
PMKY	53557	193500	10-4		
"	62449	132300	10-7		
PRR	744979	169100	10-7		To Middlefield Twp. (PRW) OK.
	423083	130500	10-7		To Troy Twp. OK MRP
NYC	403758	113300	10-7		To Troy Twp. OK MRP
PMKY	52375	163700	10-7		
NYC	408353	120300	10-7		
NYC	423486	126400	10-7		
NYC	424071	135300	10-7		
NYC	414920	111600	10-7		
PRR	174732	160000	10-7		To Middlefield Twp. (PRW) OK.

169100  
130500  
113300  
160000  

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572900

2472100  
572900  
211899200  
2476 tons  
4 cars sold  
Total.

Cars not listed by Inspectors  
and Q.K. by Stdlog Co and RyCo

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

21754500

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	↓

2871300

435.6 Tons

RRR 208371 59000 4/30/30

Location

2/3 to Jug St - 113,800  
 1/3 to Mumford - 56600 <sup>170400</sup>

{ 1/2 to Ensign Road culverts = 59000 lb.  
 1/2 to Jug St. = 59000 lb.

Feb. 1930

Initial	No.	Weight
NYC.	420307	119300 <sup>4</sup>
Erie	37013	113200 <sup>4</sup>
NYC.	420725	124300 <sup>4</sup>
NYC.	401830	120800 <sup>4</sup>
NYC	404249	99900 <sup>4</sup>
NYC	418983	113600 <sup>4</sup>
NYC	417234	98800 <sup>4</sup>
NYC	410477	106300 <sup>4</sup>
Erie	30764	111000 <sup>4</sup>
Erie	27552	101200 <sup>4</sup>
E	28944	107100 <sup>4</sup>
Susa.	8078	113100 <sup>4</sup>
E	35068	111100 <sup>4</sup>
E	26303	121400 <sup>4</sup>

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	401830	120800	2/1
NYC	404209	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 2/6/36

E ✓ 26803 121400 2/7

21,683,300

841.7 Tons.

E 25131 70000 2/11/30

1683300

70000

21,753,300

876.65 Tons.

56400 to Mumford Road

# 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	7-29-30	1641 400	Top	MBR

215728700

7864.3 Tons used.

5034 base  
1300 Top.  
1465 Extra Contract

7799 Tons

7864

65 Tons excess

1929

Aug 9<sup>th</sup>

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

Aug 10<sup>th</sup>

Laid SLAG STA 189+00 TO 195+30  
5 Trucks HAULING

Aug 12<sup>th</sup>

Laid SLAG STA 195+30 TO 213+20  
5 Trucks HAULING

Aug 13<sup>th</sup>

Laid SLAG STA 213+20 TO STA 220+00  
4 Trucks HAULING

Aug 14<sup>th</sup>

Laid SLAG STA 220+00 TO  
STA 231+00 5 Trucks

Aug 15<sup>th</sup>

STA 231+00 TO STA 242+75  
5 Trucks HAULING

AUG 16<sup>th</sup>

Laid slag STA 242+75 TO  
STA 255+00 5 Trucks Hauling

AUG 17<sup>th</sup>

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<sup>th</sup>

Laid slag STA 271+00 TO 284+00  
5 Trucks Hauling

AUG 20<sup>th</sup>

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<sup>th</sup>

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<sup>th</sup>

STARTED slag STA 150+00 LAID  
TO 139+50 4 Trucks Hauling RAIN

AUG 23<sup>th</sup>

Laid slag STA 139+50 TO STA 134+00  
Skipped 100' AT STA 139+00 TO 138+00  
Culvert to be replaced  
RAIN AT 12 AM

AUG 24<sup>th</sup>

Finished Laying slag TO  
STA ~~125+36~~ 125+36 Intersection  
AT STATE ROUTE #22

AUG 30<sup>th</sup>

STARTED Laying slag AT  
STA 97+00 3 Trucks Hauling  
From GARRETSVILLE LAID slag TO  
STA 92+00 3 Trucks

Aug 31<sup>st</sup>

Laid slag STA 92+00 TO  
81+50 5 Trucks Hauling

Sep 1<sup>st</sup>

Laid slag STA 81+50 TO 71+50  
5 Trucks Hauling

Sep 2<sup>nd</sup>

Laid from STA 71+00 TO  
STA 57+00 4 Trucks

Sep 3<sup>rd</sup>

Laid slag STA 57+00 TO  
STA 52+25 3 Trucks  
Hauling

Sep 4<sup>th</sup>

Laid slag STA 52+25  
TO STA 38+75  
Skipped 100' STA 44+00 TO 45+00  
Culvert to be Re-laid

Sep 5<sup>th</sup> Laid slag STA 38+75  
TO 26+50 5 Trucks Hauling

Sep 6<sup>th</sup> Laid slag from STA 26+50  
TO 19+75 4 Trucks  
Hauling Rain in A.M.

Sep 7<sup>th</sup>

Laid stone from STA 19+75  
TO STA 4+00 5 Trucks  
Hauling

Sep 8<sup>th</sup>

Finished laying stone TO  
STA 1+00 Moved spreaders  
TO Mumford corners Job  
STA 1+00 TO 0+00 NOT GRADED

Sep 17<sup>th</sup>

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

Drive way 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			
		27	11	10	Total 48
Requires		29	11	13	53

269 R 1

Moved by MBR from Stack pile on Mumford Rd  
to Sta 269

July 21 2" Course July 21 1930  
Initial No Weight Received Unloaded

Eric	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	120800	7/21/30	7/22/30	-
	v. 10178	118500	7/21/30	7/22/30	-
Eric	v. 26028	111700	7/21/30	7/22/30	-
"	v. 32115	117100	7/21/30	7/23/30	-
"	v. 31524	123500	7/22/30	7/23/30	-
N of C	v. 419106	123500	7/22/30	7/23/30	-
Eric	v. 33130	126700	7/22/30	7/24/30	-
"	v. 25840	116400	7/22/30	7/24/30	-
"	v. 30089	111500	7/23/30	7/24/30	-
N of C	v. 9166	103700	7/23/30	7/24/30	-

21641400  
820.7 Tons

8 Pluck loads at 60 to 70  
 5 " " at 79 to 84  
 3 " " at 236  
 The balance at 125 to 215

21641400  
820.7 Tons

Aug 14-1959  
Hot 85°

H. Patterson  
P. Young K. Temple  
D. Ridansor

CH # 4 Auburn  
Music to SR. 87

Roll Sec.

20

		HI		Elav
B.M.#3	2.72	1236.94		1234.22
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				
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	W		E
SW. Root	24" Elm	32' RT	Sta 100+11
	$\frac{7.7}{30}$	$\frac{6.9}{27}$	$\frac{9.3}{17}$
	$\frac{4.1}{30}$	$\frac{4.1}{28}$	$\frac{7.7}{17}$
	$\frac{6.6}{30}$	$\frac{6.5}{26}$	$\frac{11.2}{16}$
	$\frac{3.8}{30}$	$\frac{3.5}{27}$	$\frac{8.6}{16}$
	$\frac{2.2}{30}$	$\frac{2.1}{26}$	$\frac{6.3}{17}$
	$\frac{5.2}{30}$	$\frac{5.2}{23}$	$\frac{8.2}{19}$
		$\frac{8.2}{19}$	$\frac{5.6}{11}$
		$\frac{5.6}{17}$	$\frac{8.7}{11}$
		$\frac{3.8}{10}$	$\frac{8.8}{11}$
		$\frac{6.1}{9}$	$\frac{10.9}{16}$
		$5.7$	$\frac{7.4}{25}$
		$\frac{5.9}{13}$	$\frac{2.0}{30}$
		$\frac{8.2}{15}$	
		$\frac{5.6}{23}$	
		$\frac{3.4}{10}$	
		$\frac{3.4}{12}$	
		$\frac{3.6}{17}$	
		$\frac{6.0}{20}$	
		$\frac{5.5}{25}$	
		$\frac{2.1}{25}$	
		$\frac{2.2}{30}$	
		$5.3$	
		$\frac{5.8}{19}$	
		$\frac{8.4}{18}$	
		$\frac{5.6}{24}$	
		$\frac{5.5}{30}$	

35.65

37.65

40.74

43.74

46.04

47.48

1252.75

115+0

+50

116+0

+50

T.P. 8.75 1258.48 3.05 1249.73

117+0

+50

118+0

+50

T.P. 6.45 1262.94 1.99 1256.49

119+0

+50

W

E

E

$\frac{6.5}{30}$	$\frac{6.0}{19}$	$\frac{6.9}{17}$	$\frac{5.0}{10}$	4.7	$\frac{5.2}{12}$	$\frac{6.8}{18}$	$\frac{5.8}{22}$	$\frac{5.2}{30}$
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47.38

$\frac{6.8}{30}$	$\frac{6.9}{25}$	$\frac{5.8}{22}$	$\frac{6.1}{17}$	$\frac{4.8}{10}$	4.6	$\frac{4.9}{11}$	$\frac{6.3}{18}$	$\frac{5.7}{30}$
------------------	------------------	------------------	------------------	------------------	-----	------------------	------------------	------------------

28.18

$\frac{6.5}{30}$	$\frac{5.8}{24}$	$\frac{5.5}{19}$	$\frac{4.4}{9}$	4.3	$\frac{4.6}{11}$	$\frac{5.5}{18}$	$\frac{5.6}{30}$
------------------	------------------	------------------	-----------------	-----	------------------	------------------	------------------

28.48

$\frac{5.3}{30}$	$\frac{4.5}{18}$	$\frac{3.8}{10}$	3.7	$\frac{3.9}{11}$	$\frac{4.8}{17}$	$\frac{3.6}{30}$
------------------	------------------	------------------	-----	------------------	------------------	------------------

29.08

$\frac{8.6}{30}$	$\frac{9.8}{18}$	$\frac{8.7}{10}$	8.7	$\frac{8.8}{10}$	$\frac{9.7}{15}$	$\frac{9.4}{19}$	$\frac{6.8}{30}$
------------------	------------------	------------------	-----	------------------	------------------	------------------	------------------

49.78

$\frac{6.6}{30}$	$\frac{6.2}{27}$	$\frac{8.9}{18}$	$\frac{7.5}{10}$	7.4	$\frac{7.7}{10}$	$\frac{8.5}{17}$	$\frac{8.0}{20}$	$\frac{4.5}{30}$
------------------	------------------	------------------	------------------	-----	------------------	------------------	------------------	------------------

51.08

$\frac{4.5}{30}$	$\frac{4.1}{27}$	$\frac{7.7}{18}$	$\frac{6.0}{11}$	5.8	$\frac{5.9}{14}$	$\frac{7.3}{17}$	$\frac{2.0}{30}$
------------------	------------------	------------------	------------------	-----	------------------	------------------	------------------

52.68

$\frac{2.9}{30}$	$\frac{3.0}{25}$	$\frac{6.2}{17}$	$\frac{4.2}{11}$	3.9	$\frac{4.3}{11}$	$\frac{5.2}{16}$	$\frac{0.8}{30}$
------------------	------------------	------------------	------------------	-----	------------------	------------------	------------------

54.58

$\frac{6.4}{30}$	$\frac{6.4}{23}$	$\frac{9.1}{17}$	$\frac{6.9}{9}$	6.8	$\frac{7.0}{11}$	$\frac{8.2}{18}$	$\frac{5.5}{2.4}$	$\frac{4.6}{30}$
------------------	------------------	------------------	-----------------	-----	------------------	------------------	-------------------	------------------

56.14

$\frac{5.6}{30}$	$\frac{5.4}{23}$	$\frac{7.4}{17}$	$\frac{5.8}{10}$	5.4	$\frac{5.7}{12}$	$\frac{7.3}{17}$	$\frac{4.9}{2.3}$	$\frac{4.3}{30}$
------------------	------------------	------------------	------------------	-----	------------------	------------------	-------------------	------------------

57.54

1262.94

120+0

+50

121+0

+50

122+0

B.M.

4.88

Hort SPR

SW side

CET #

Sta 120+90

30' L+

	W	±	E
$\frac{5.1}{30}$	$\frac{5.0}{21}$	$\frac{6.2}{17}$	$\frac{4.9}{9}$
			$\frac{4.7}{12}$
			$\frac{4.9}{17}$
			$\frac{4.8}{23}$
			$\frac{4.1}{30}$

$\frac{5.3}{30}$	$\frac{5.2}{20}$	$\frac{6.6}{17}$	$\frac{5.1}{10}$	$\frac{4.9}{13}$	$\frac{5.1}{18}$	$\frac{6.7}{23}$	$\frac{5.1}{23}$	$\frac{4.4}{30}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{5.9}{30}$	$\frac{5.7}{21}$	$\frac{7.1}{16}$	$\frac{5.9}{10}$	$\frac{5.8}{13}$	$\frac{6.0}{18}$	$\frac{7.4}{23}$	$\frac{6.0}{23}$	$\frac{4.8}{30}$
------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------

$\frac{7.0}{30}$			$\frac{6.9}{9}$	$\frac{6.7}{13}$	$\frac{6.8}{18}$	$\frac{8.2}{23}$	$\frac{6.8}{23}$	$\frac{6.6}{30}$
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$\frac{7.6}{36}$		$\frac{8.6}{16}$	$\frac{7.6}{9}$	$\frac{7.3}{13}$	$\frac{7.5}{19}$	$\frac{8.9}{19}$		$\frac{7.2}{30}$
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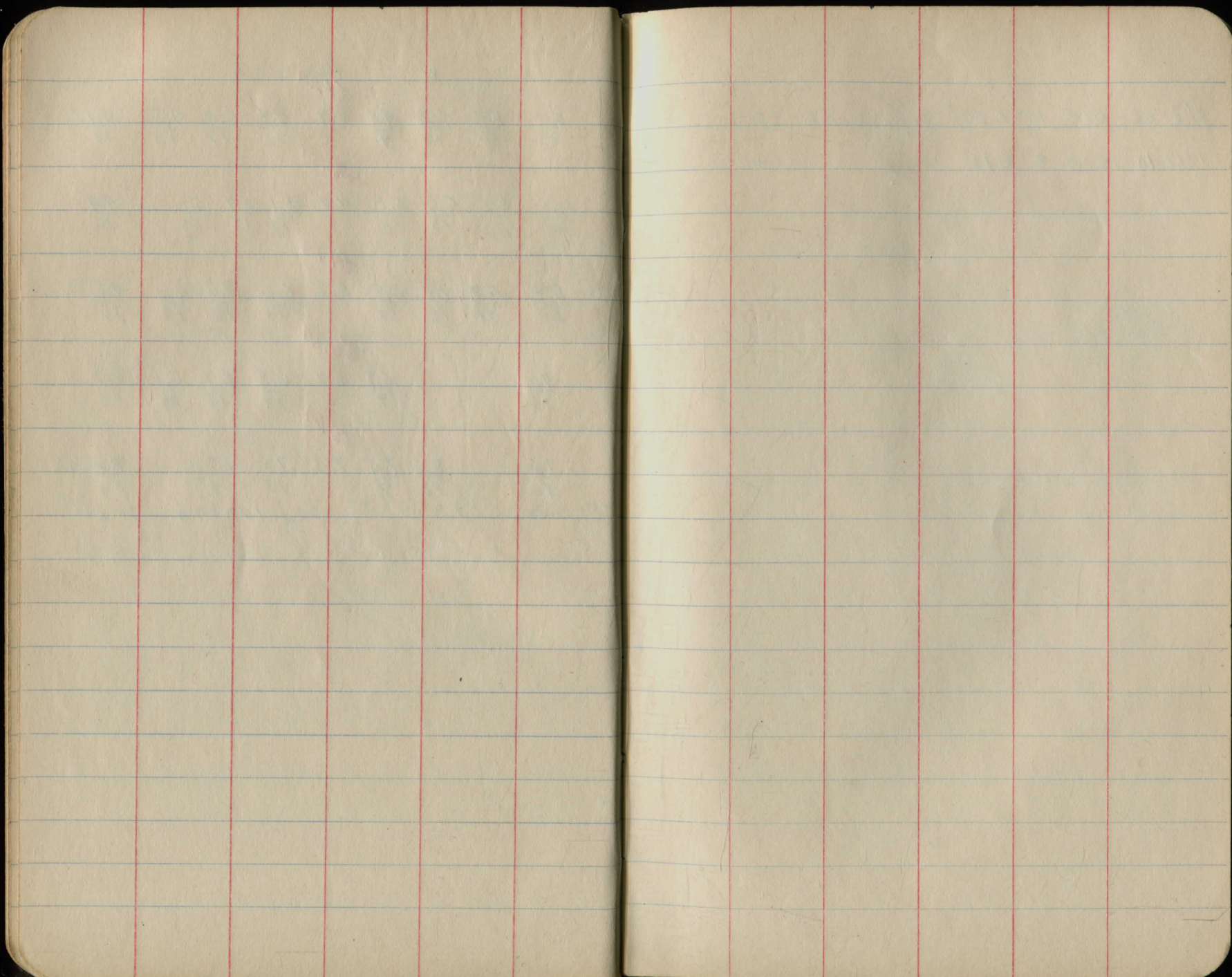
58.24

58.04

57.14

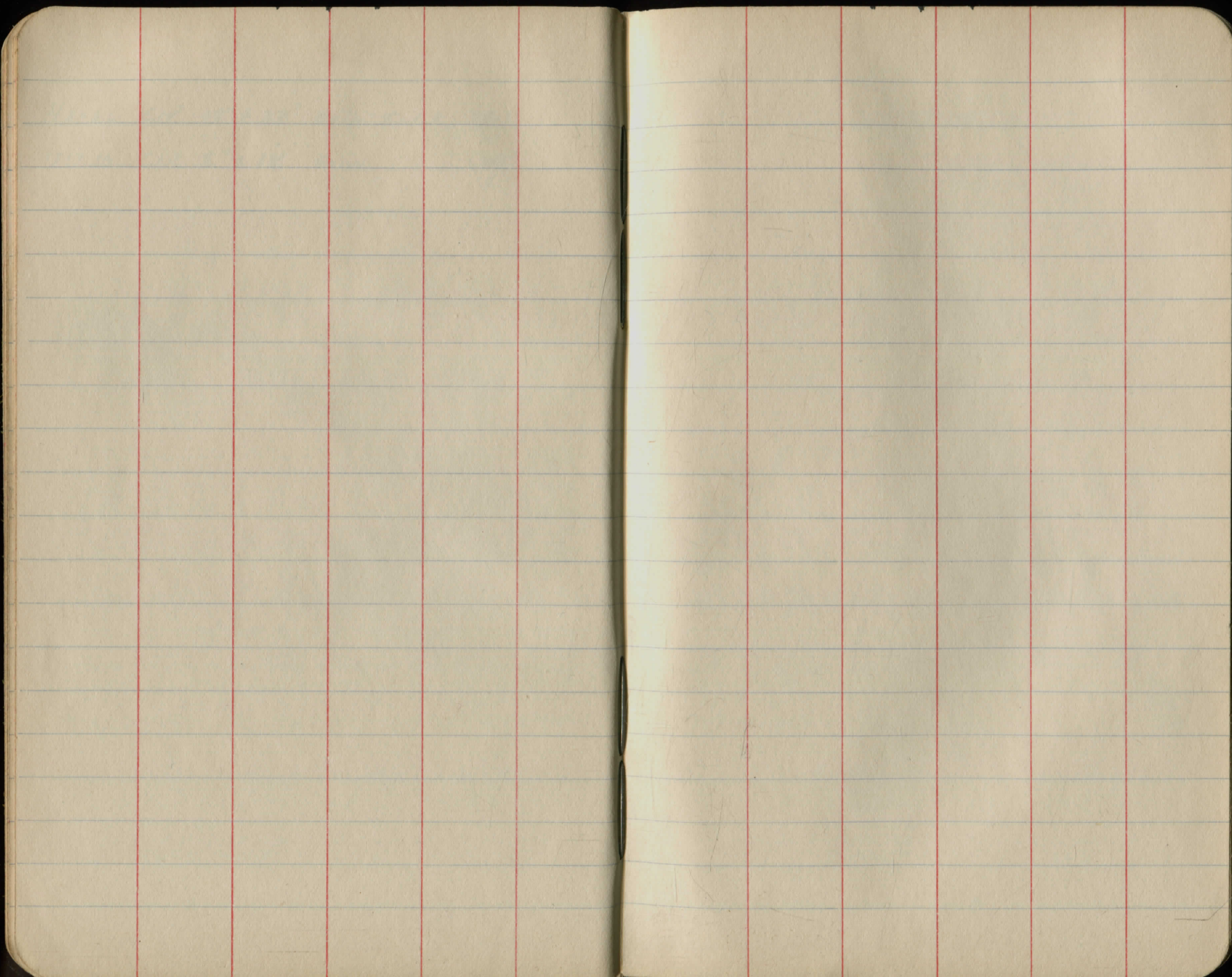
50.24

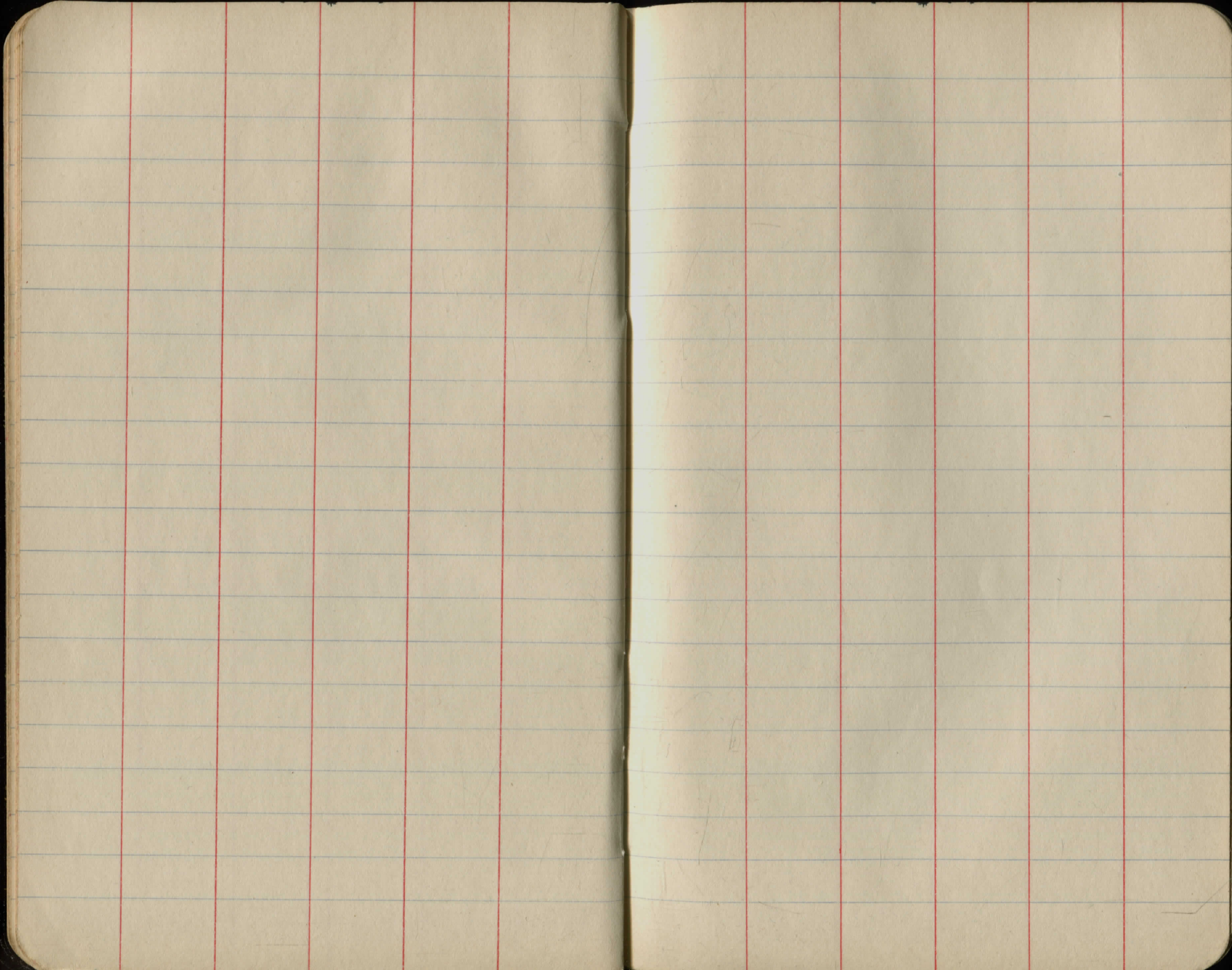
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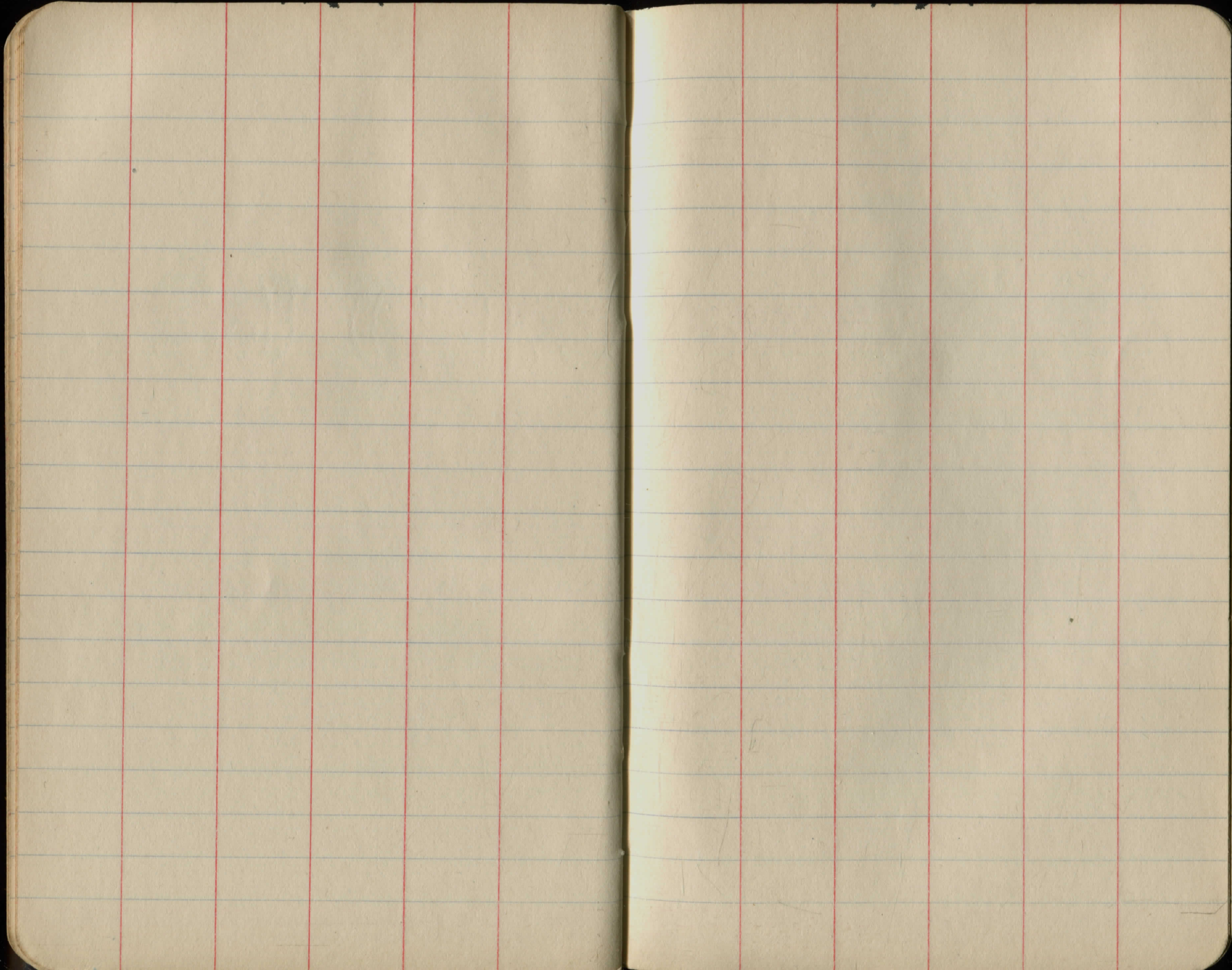


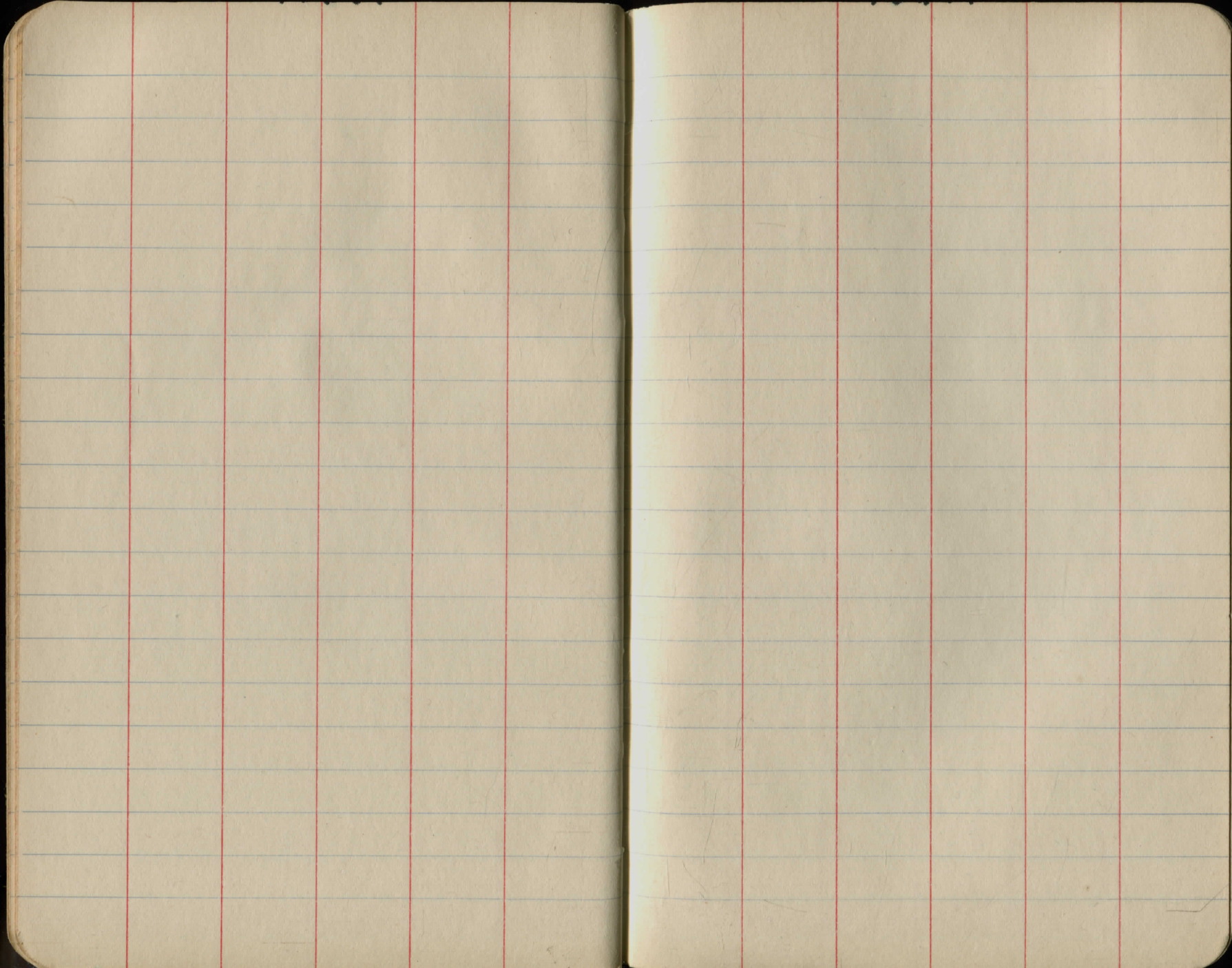
113+26 C.I.P. 12" x 27' Drive Culvert (E)

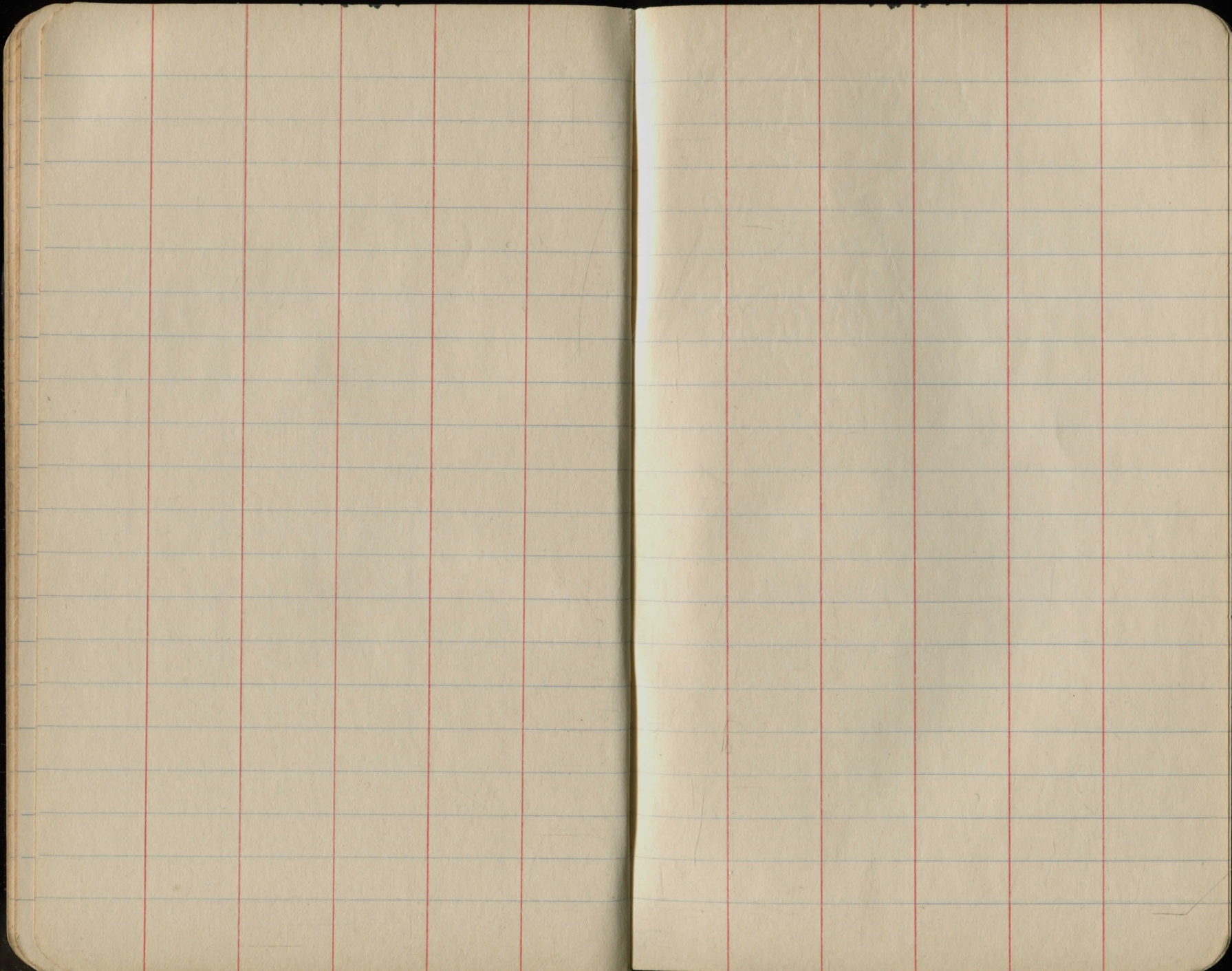
121+10 C.I.P. 8" x 12' Drive " (W)

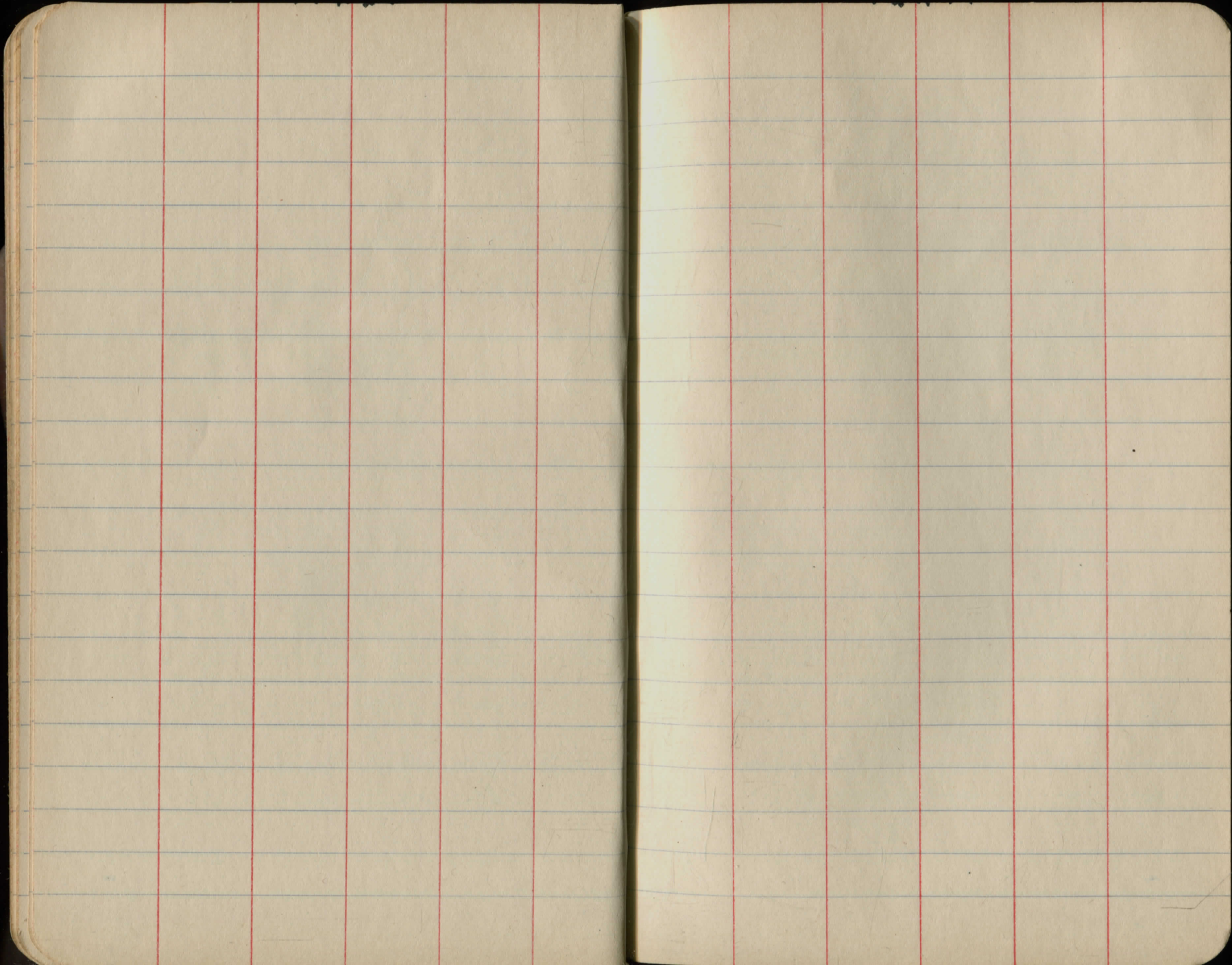


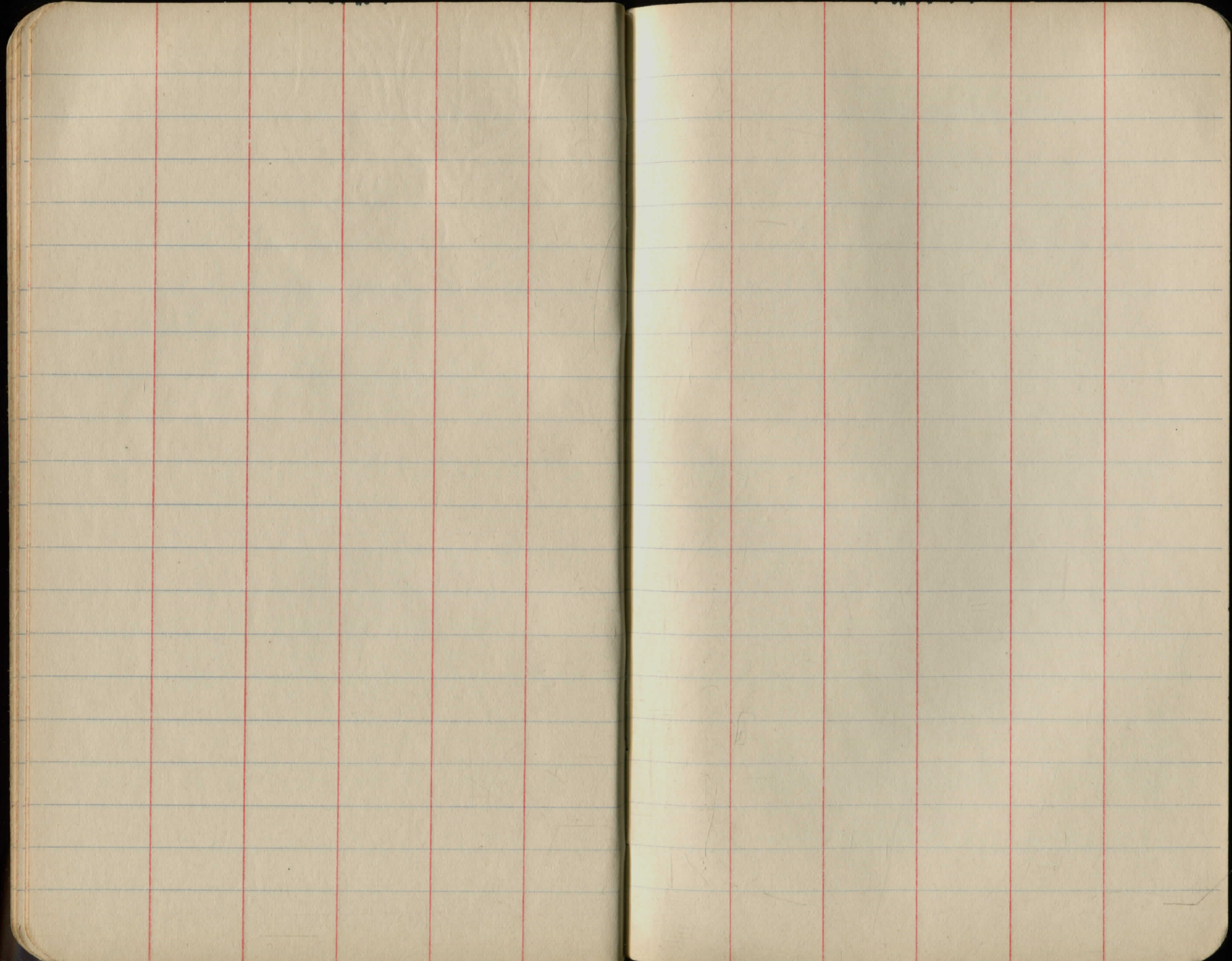


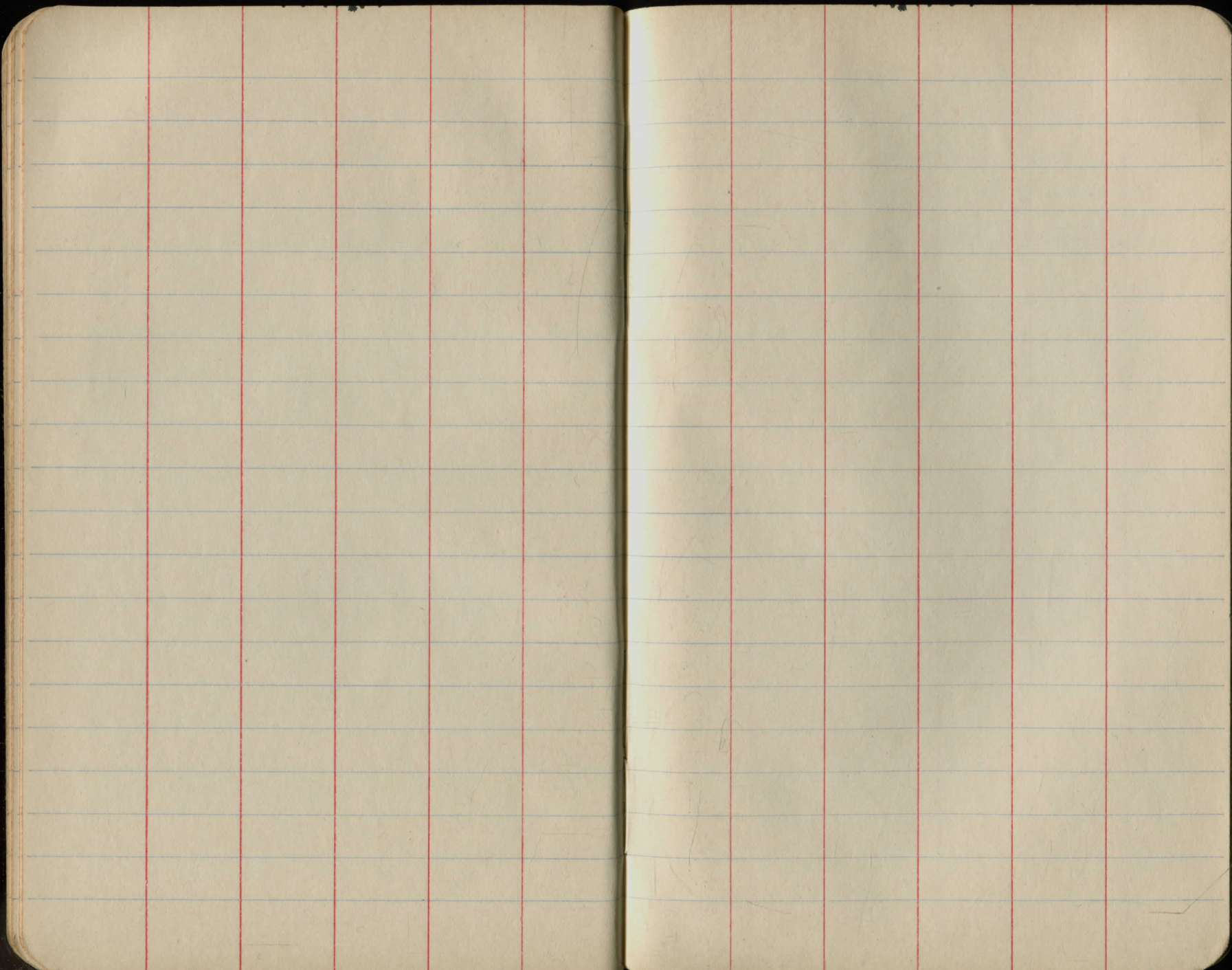


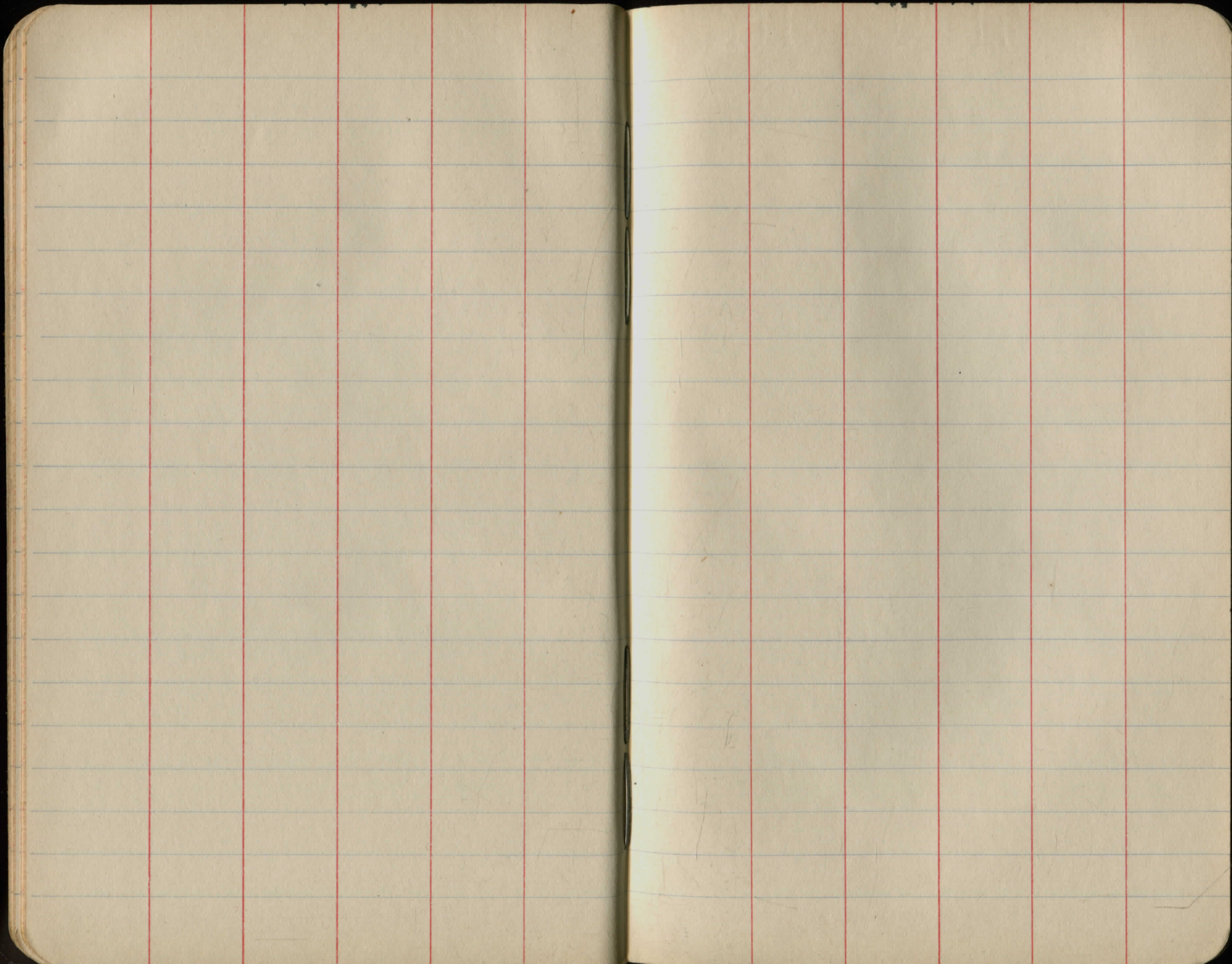


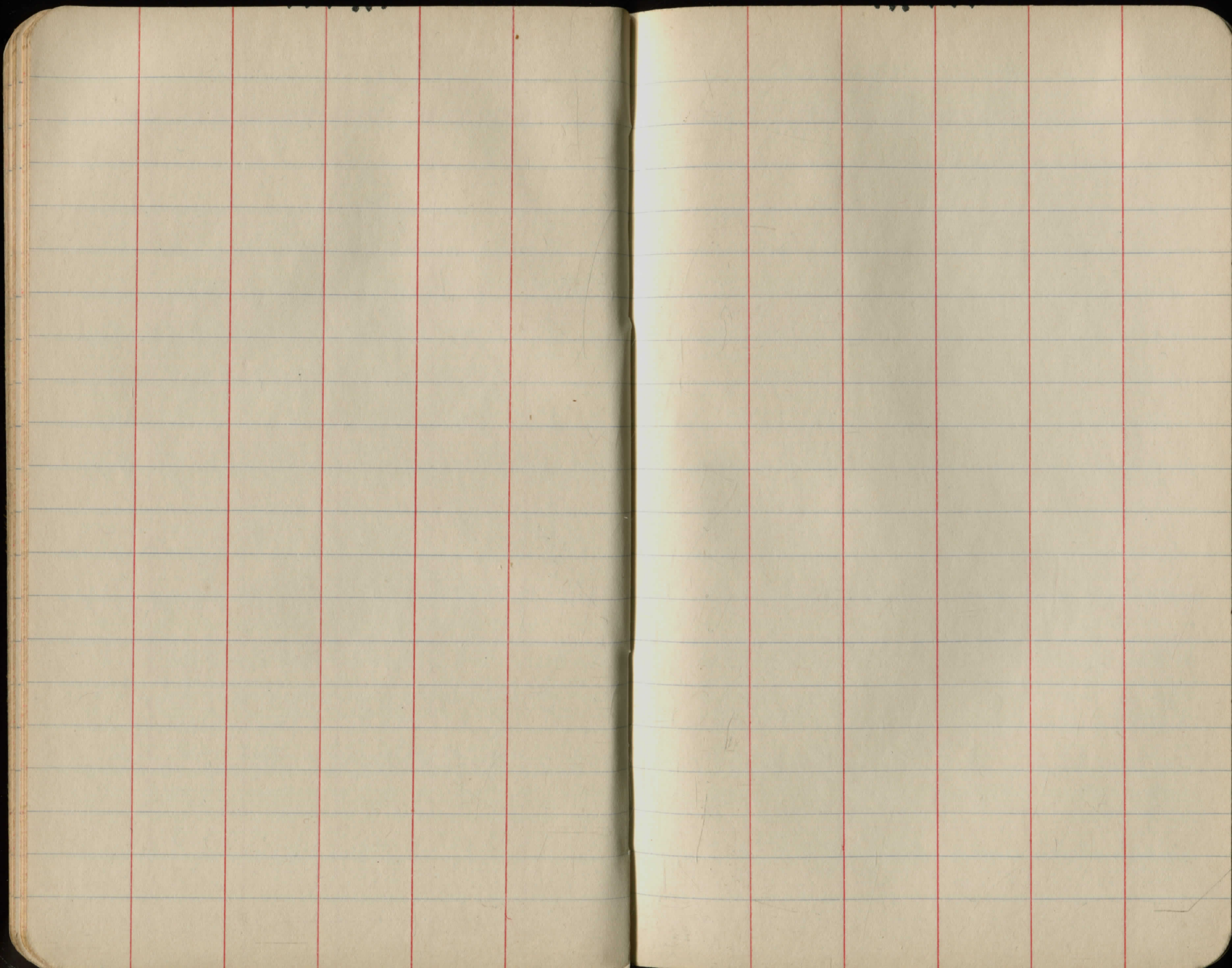


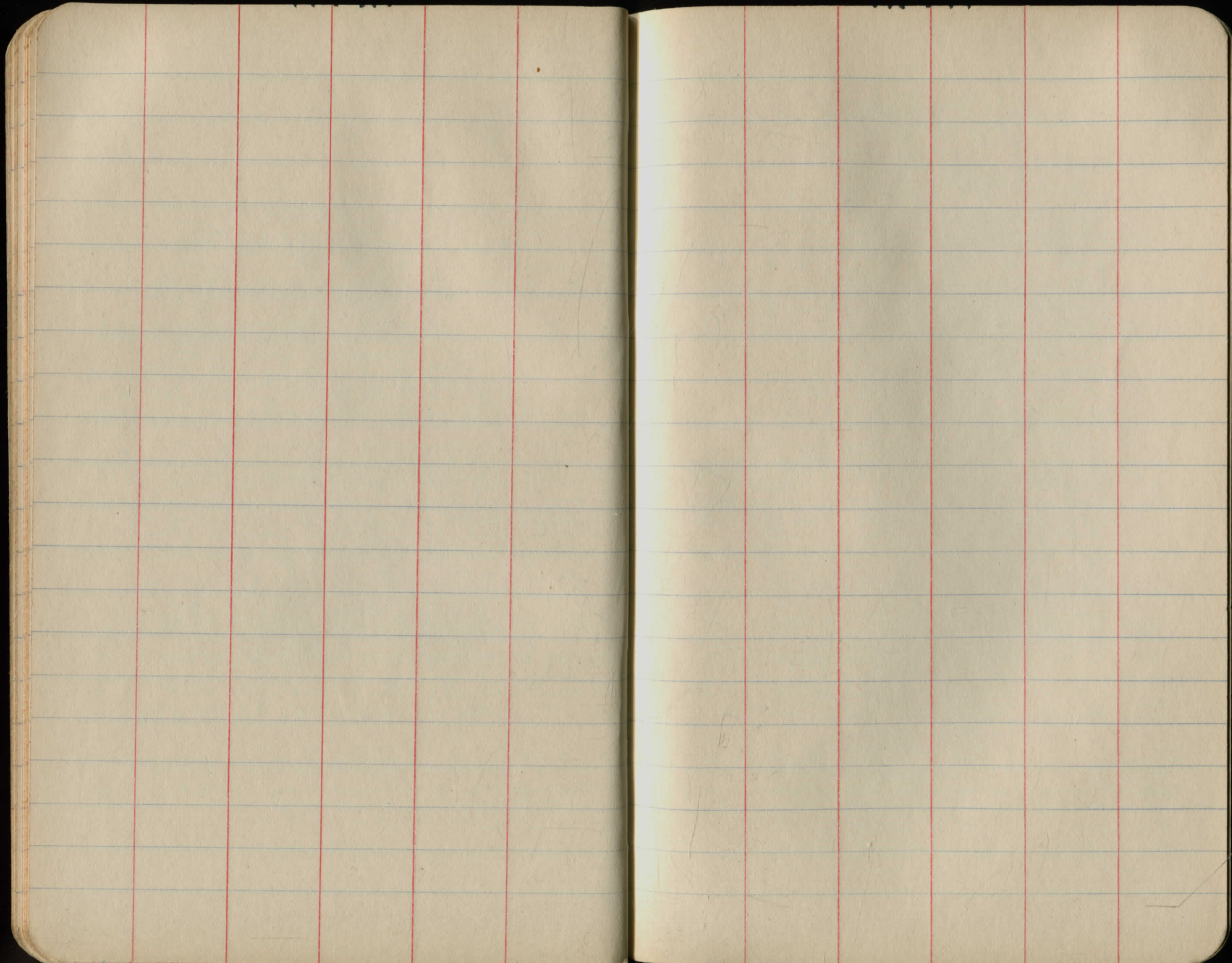


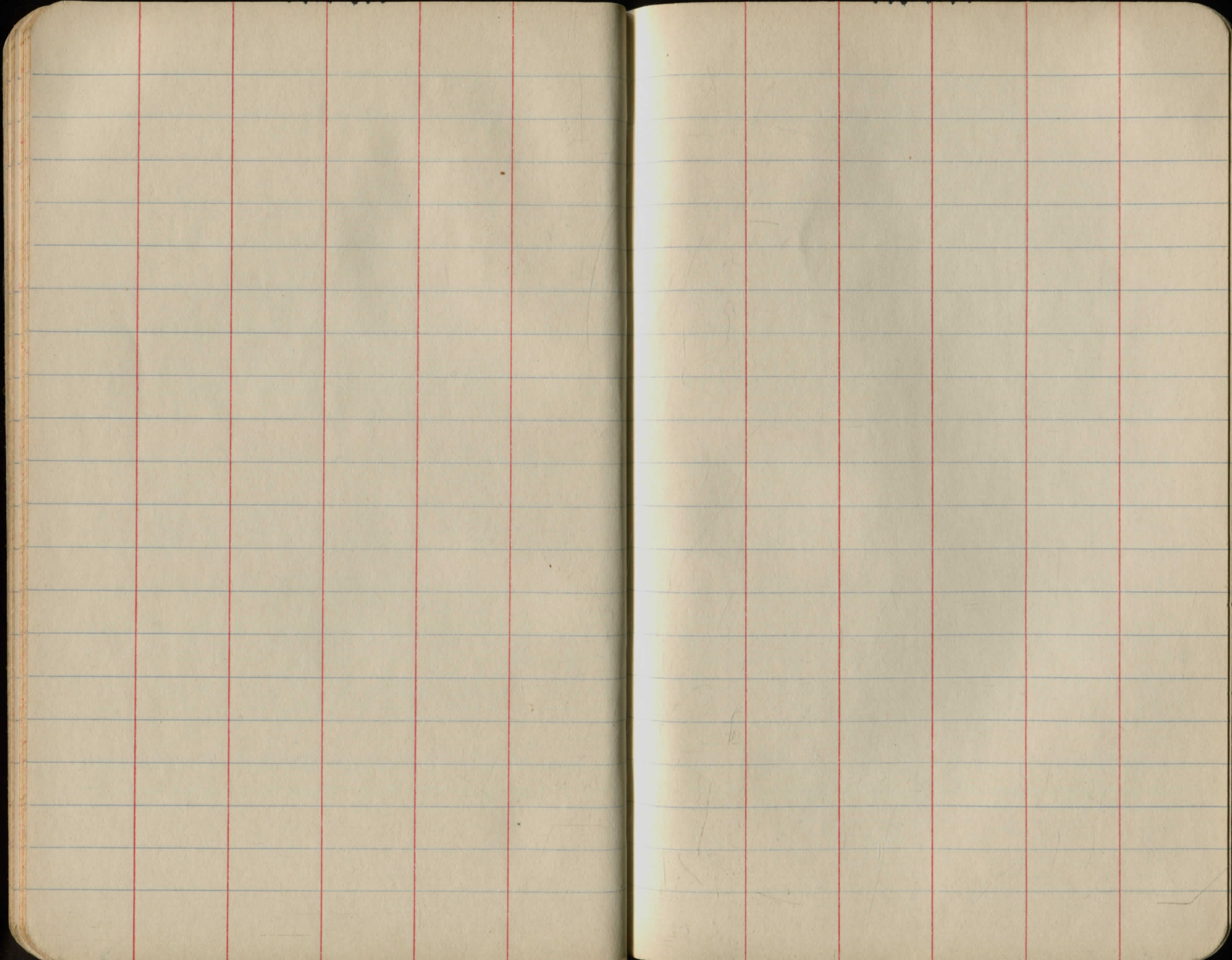


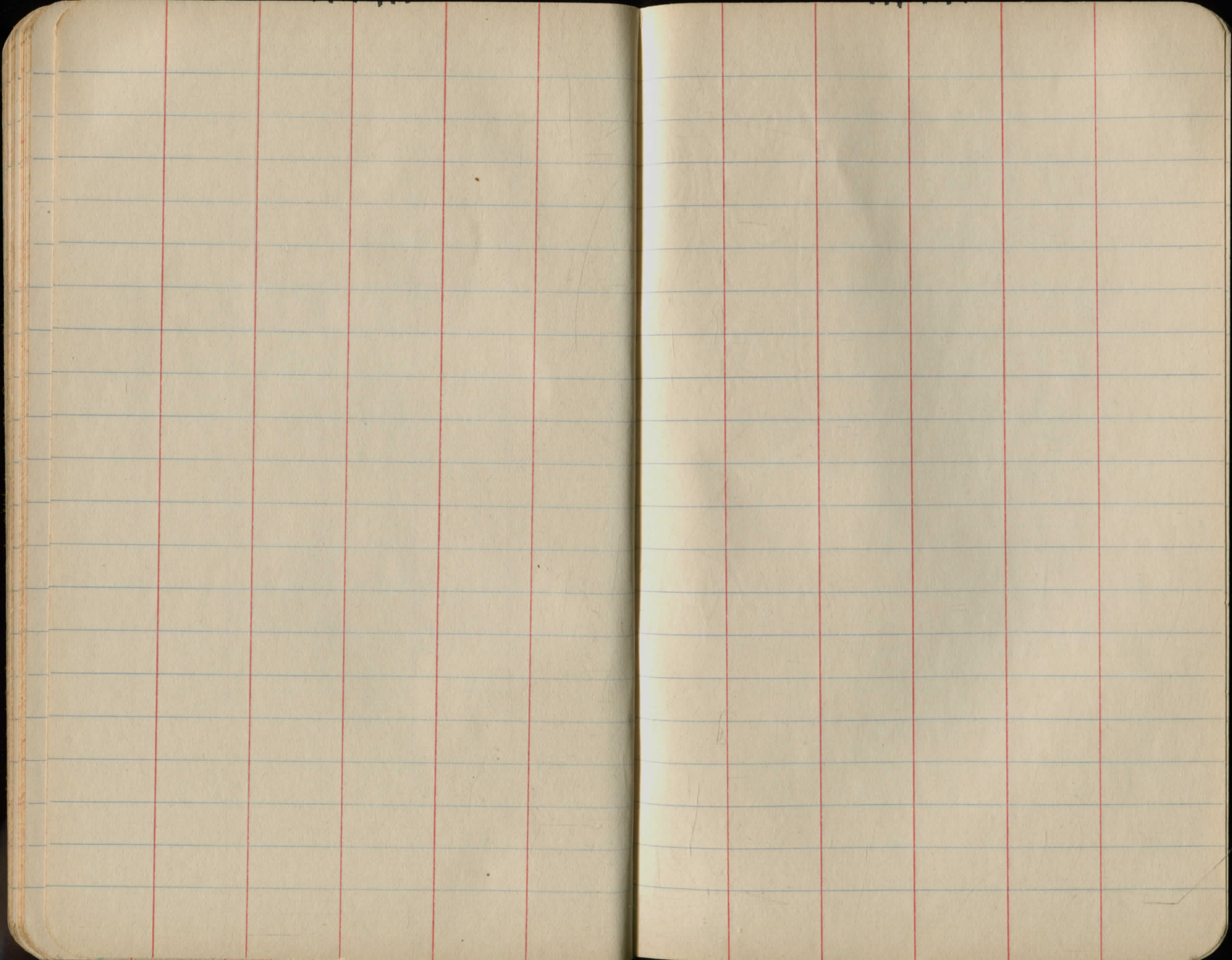


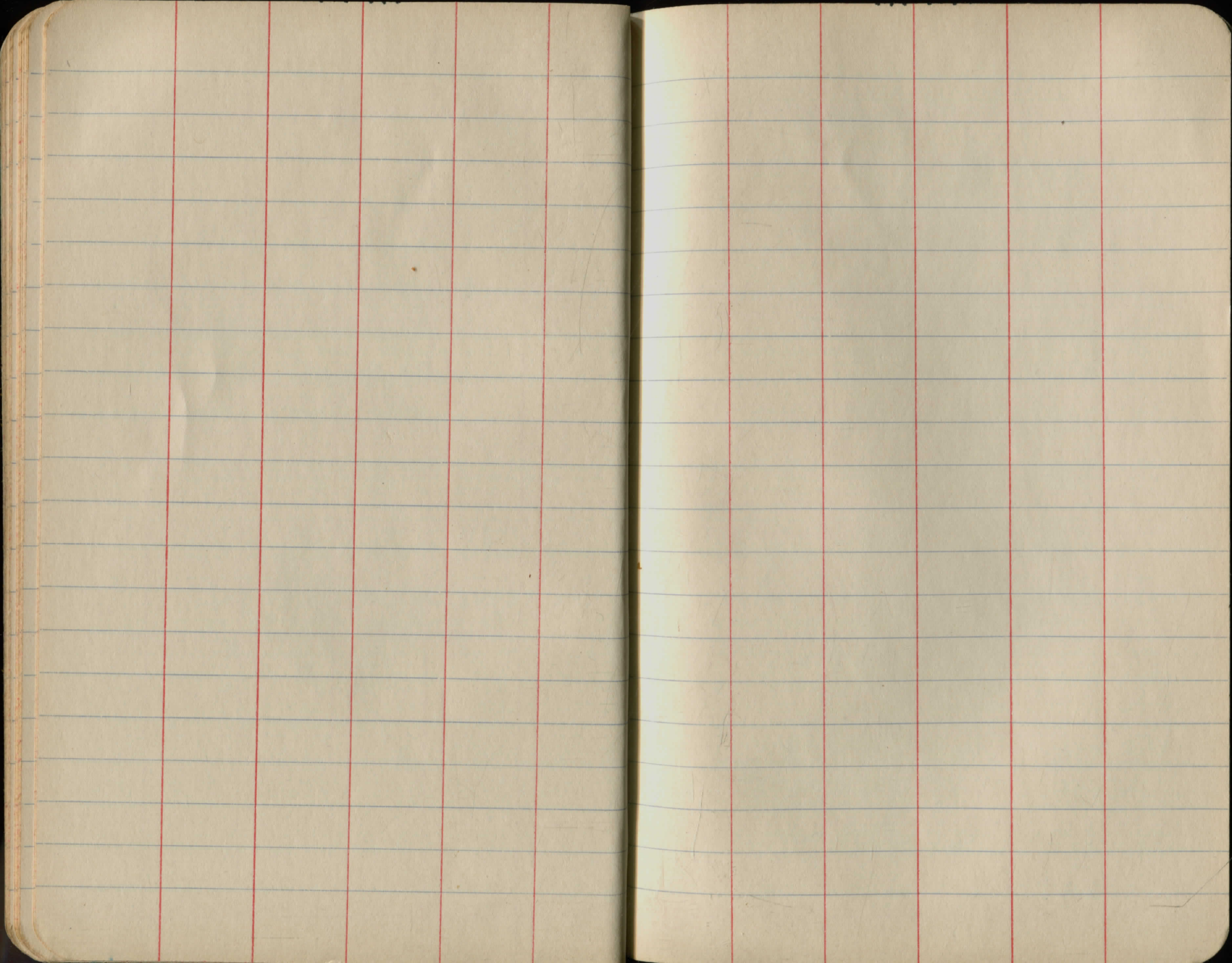


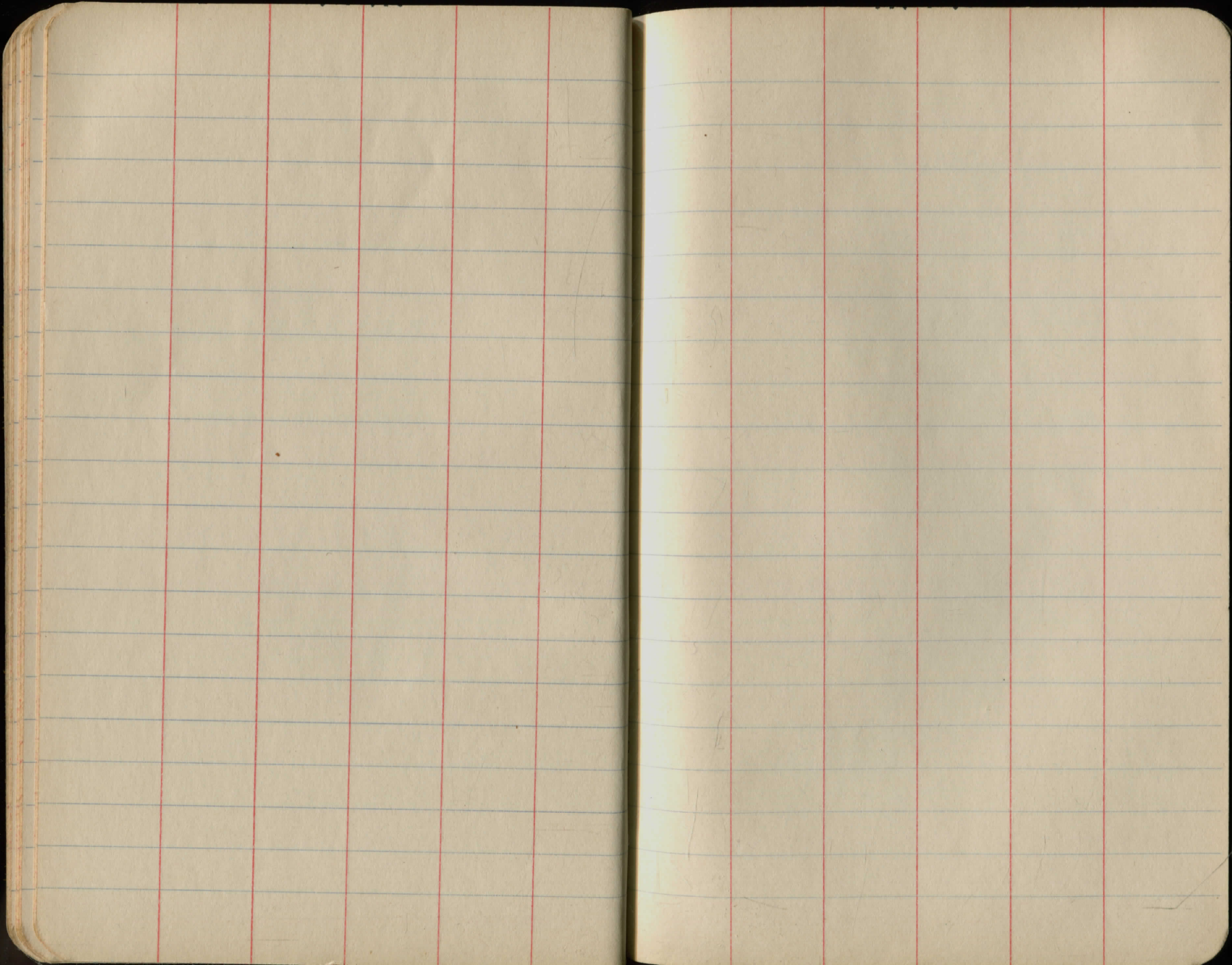


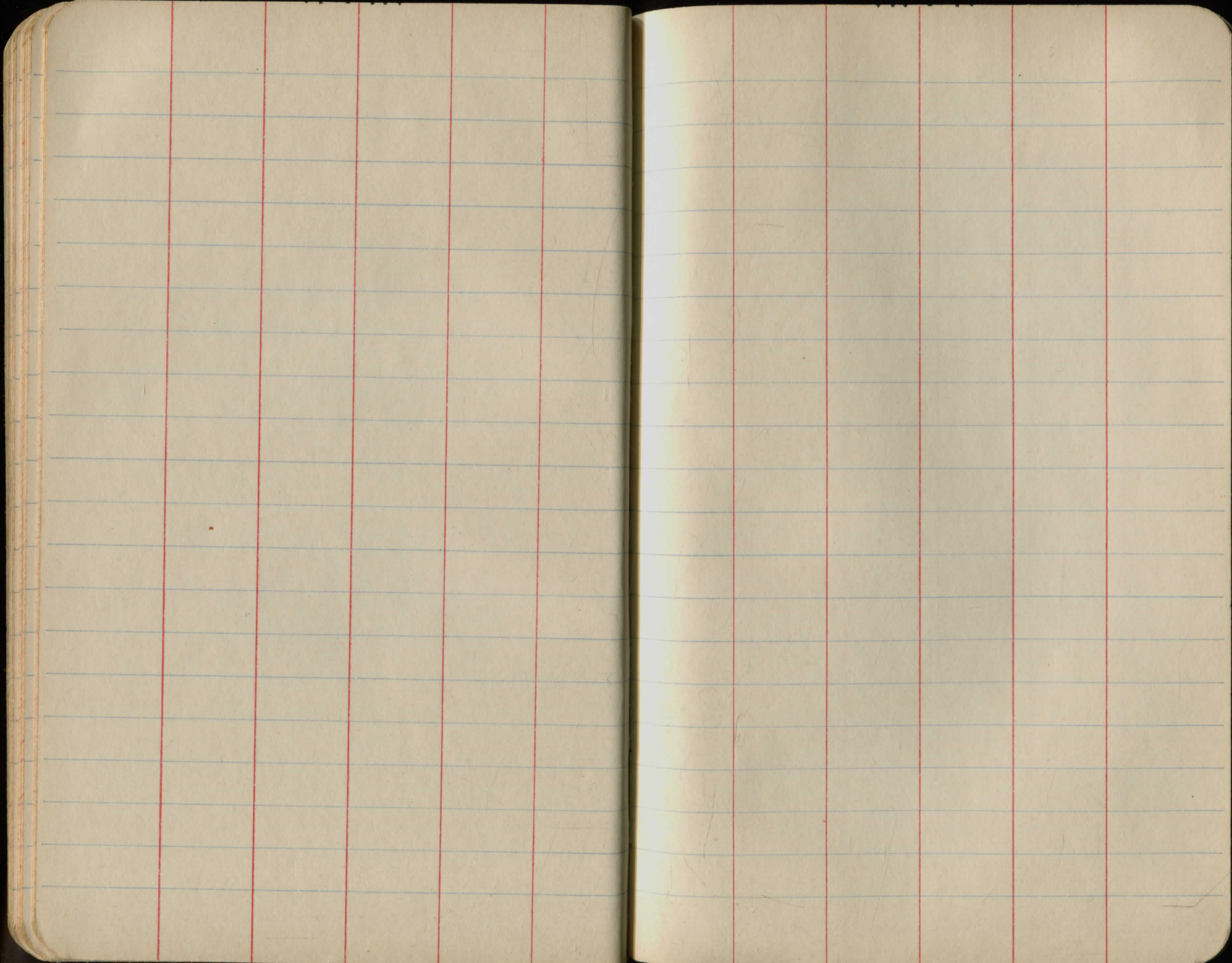


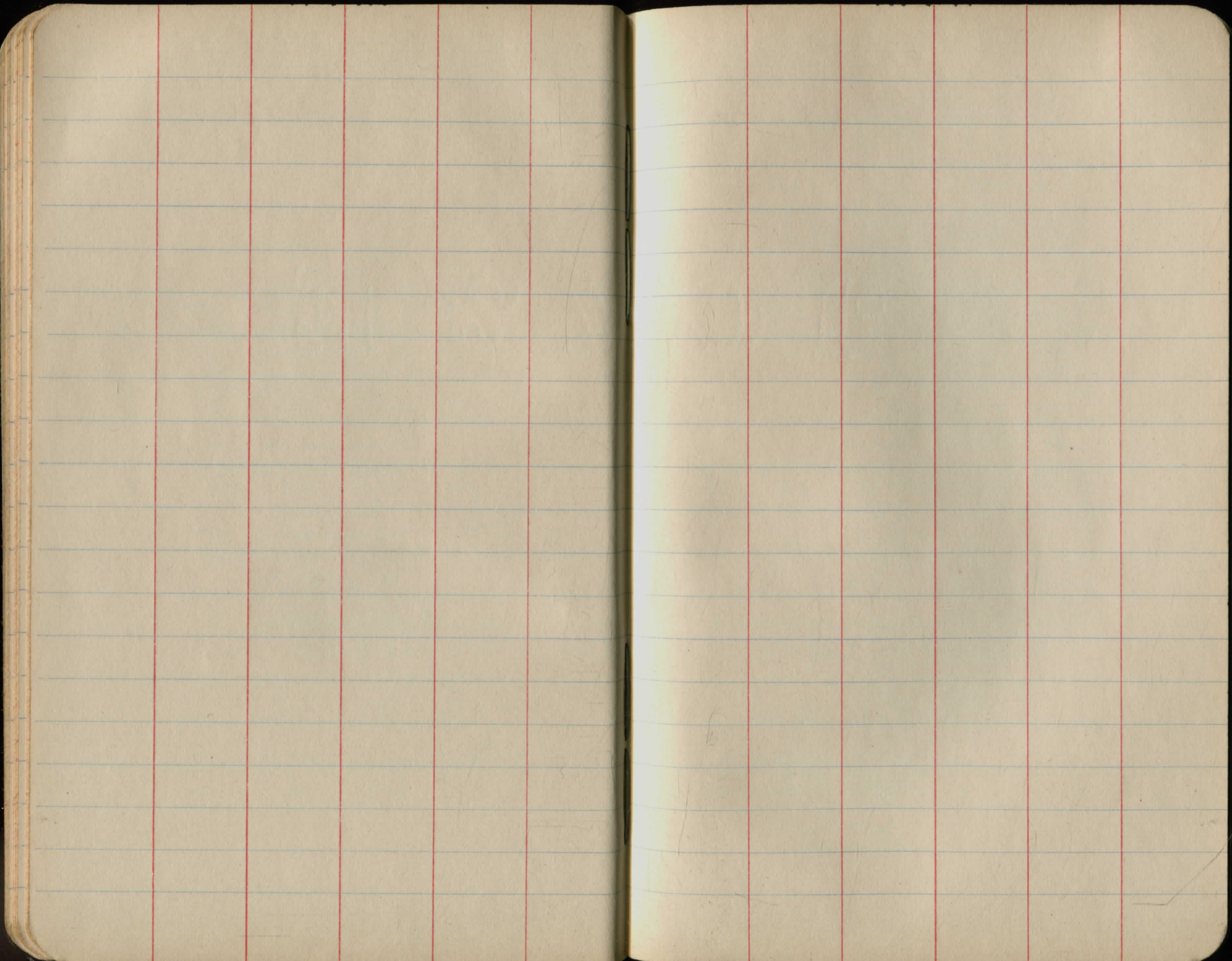


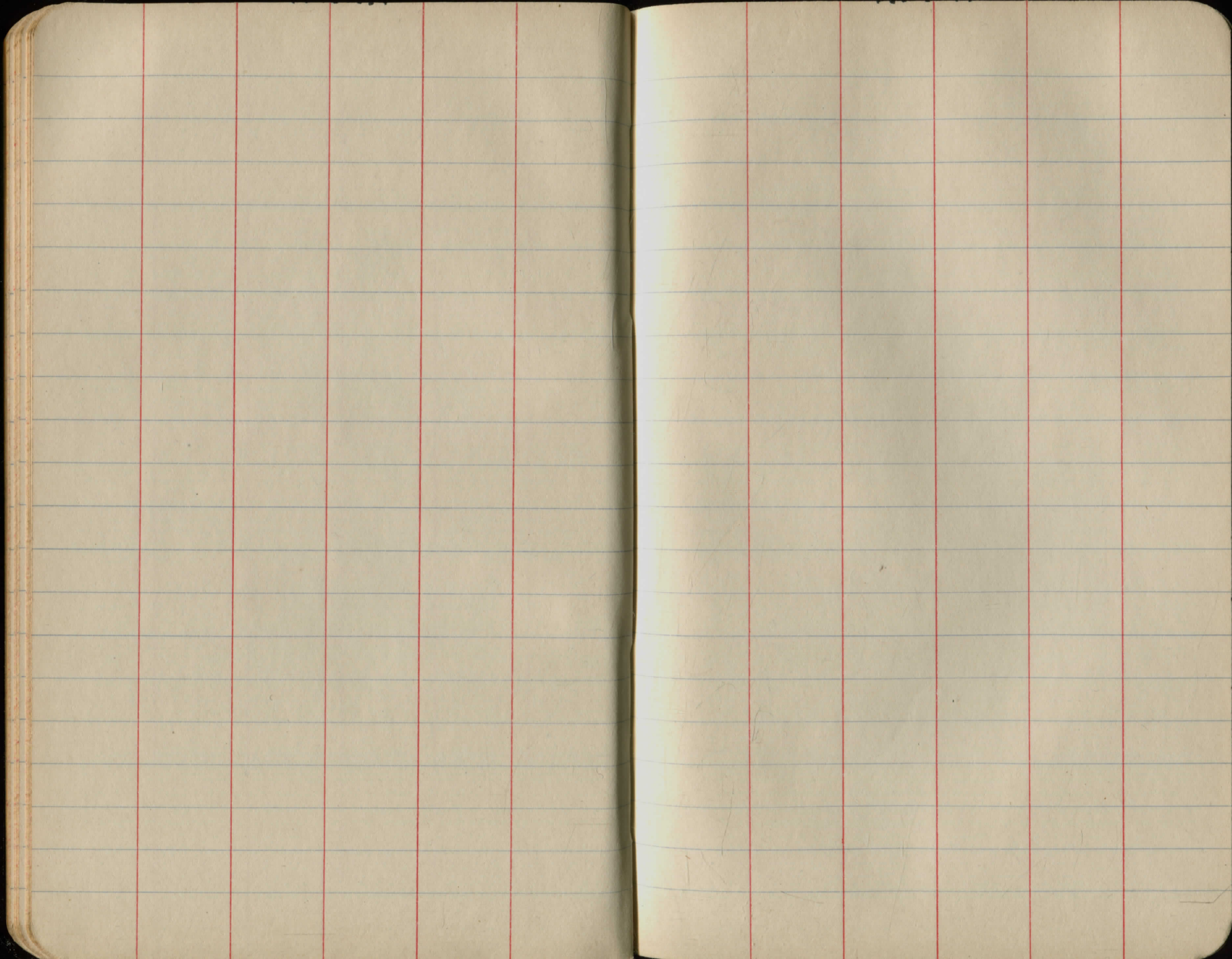


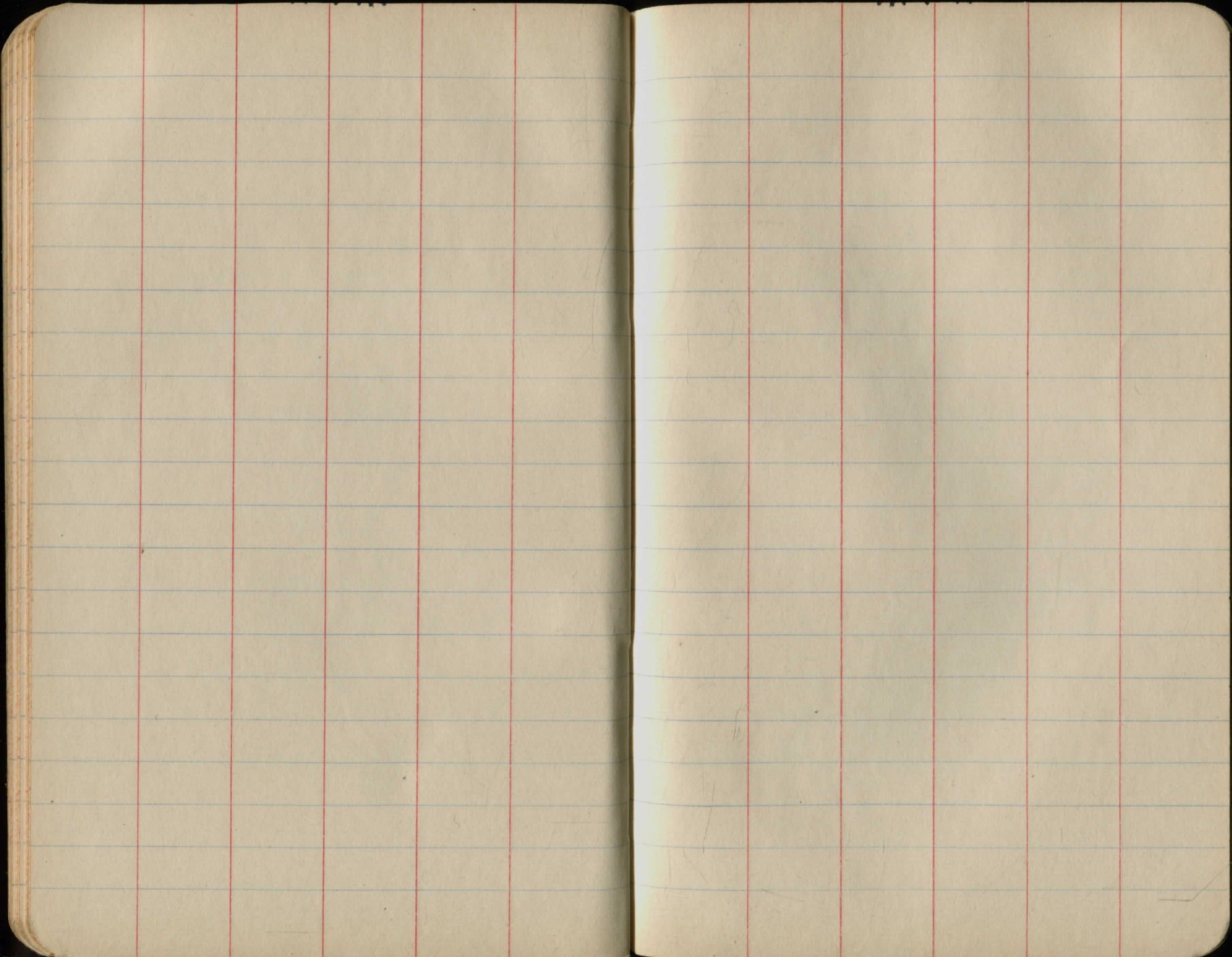


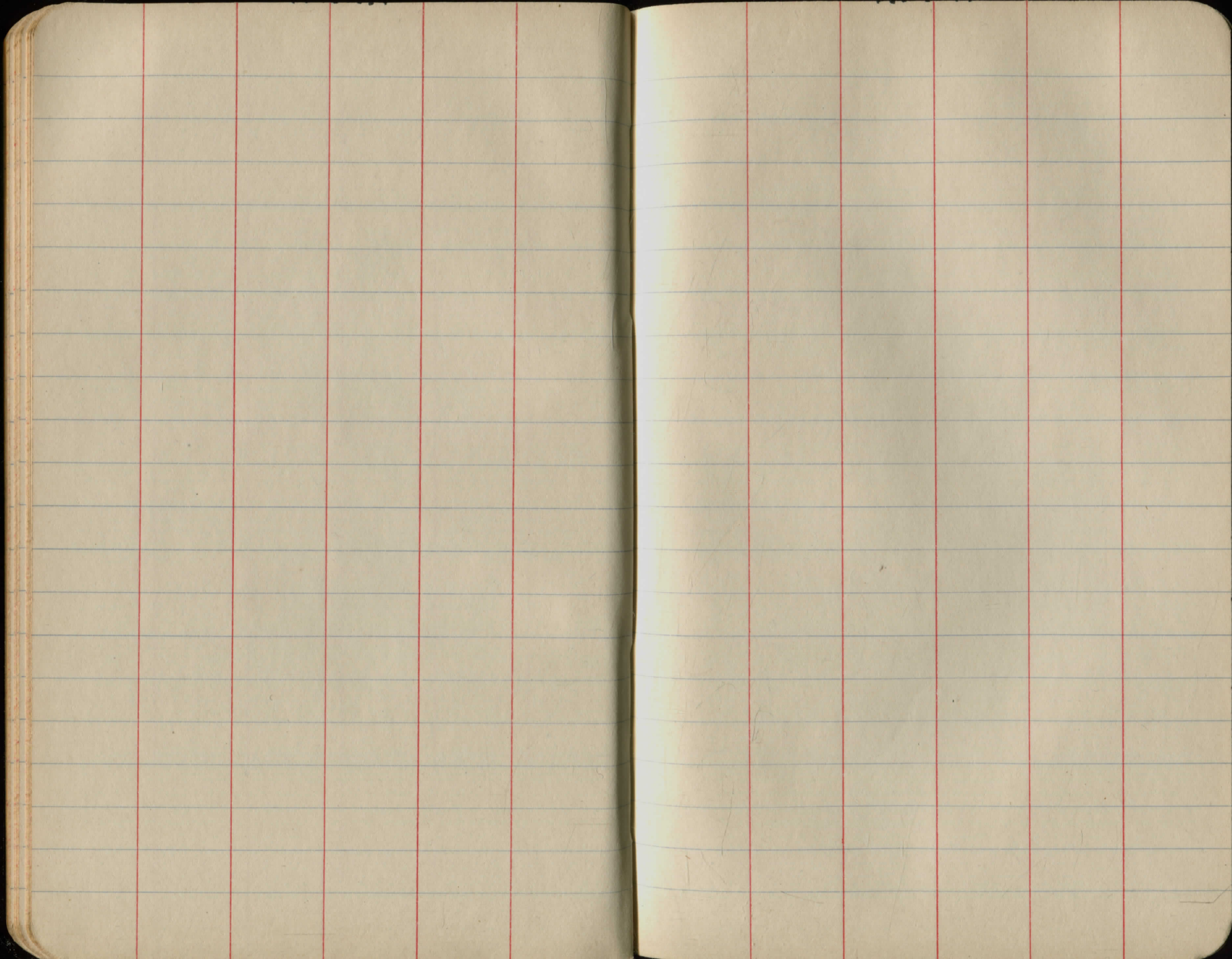


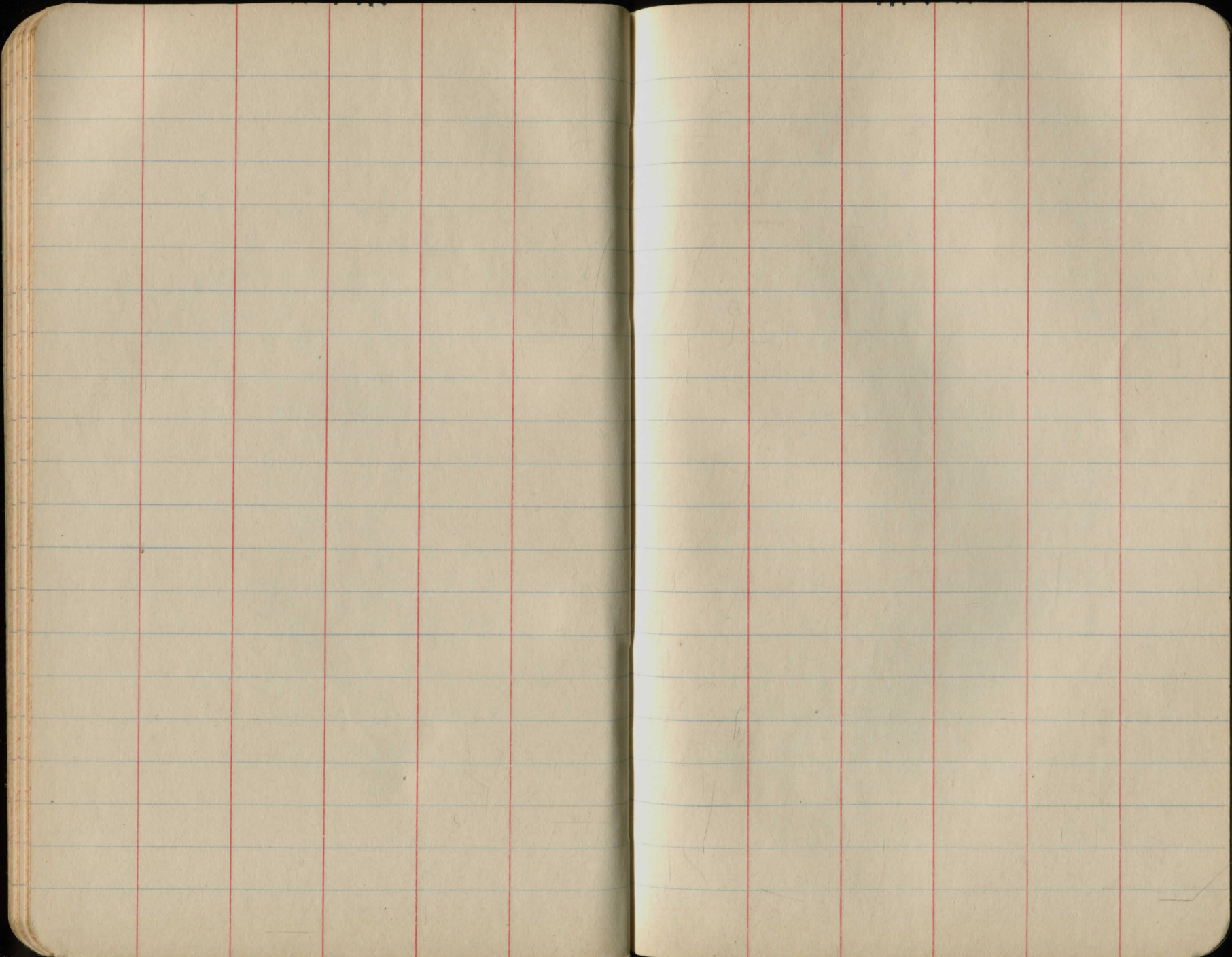


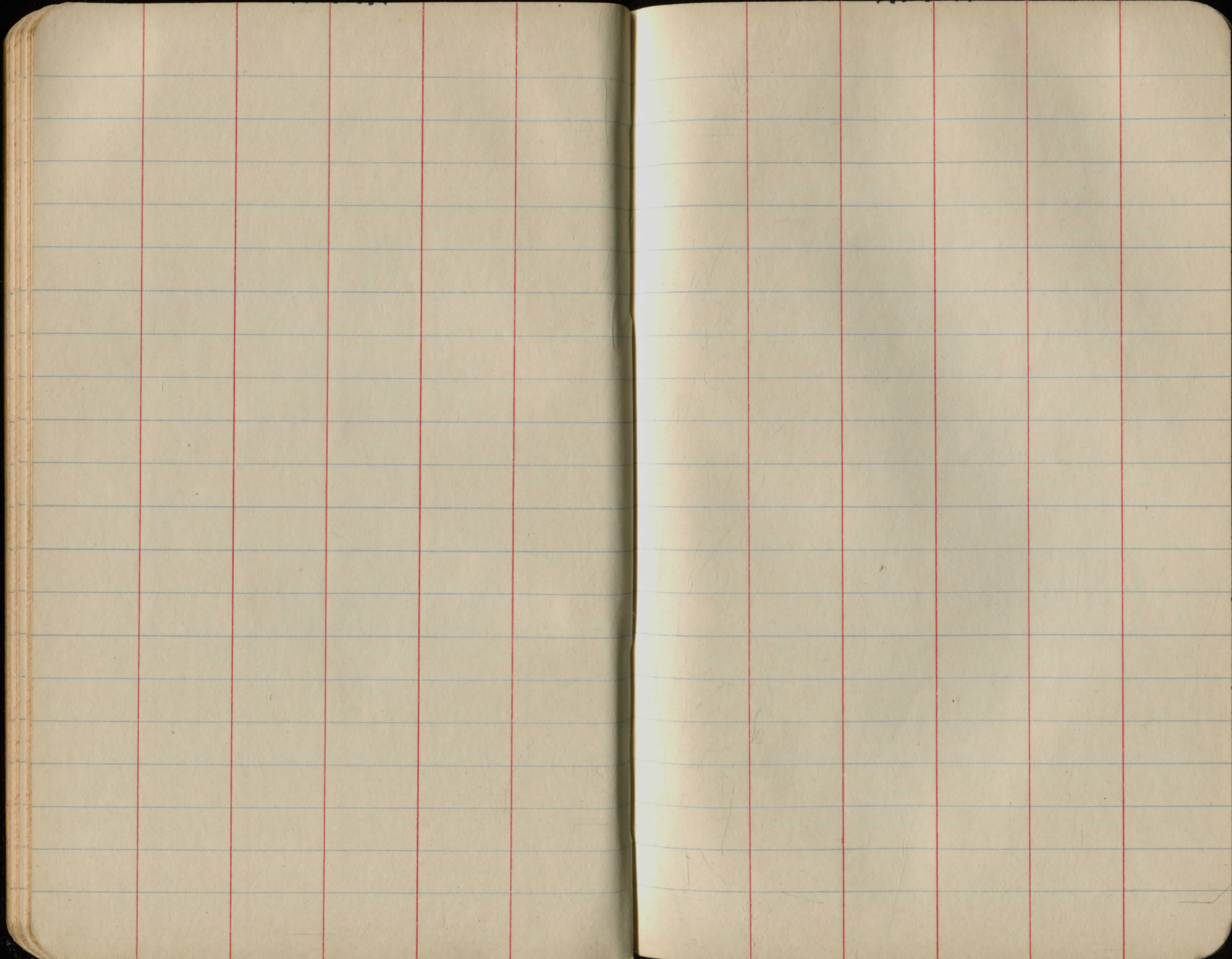


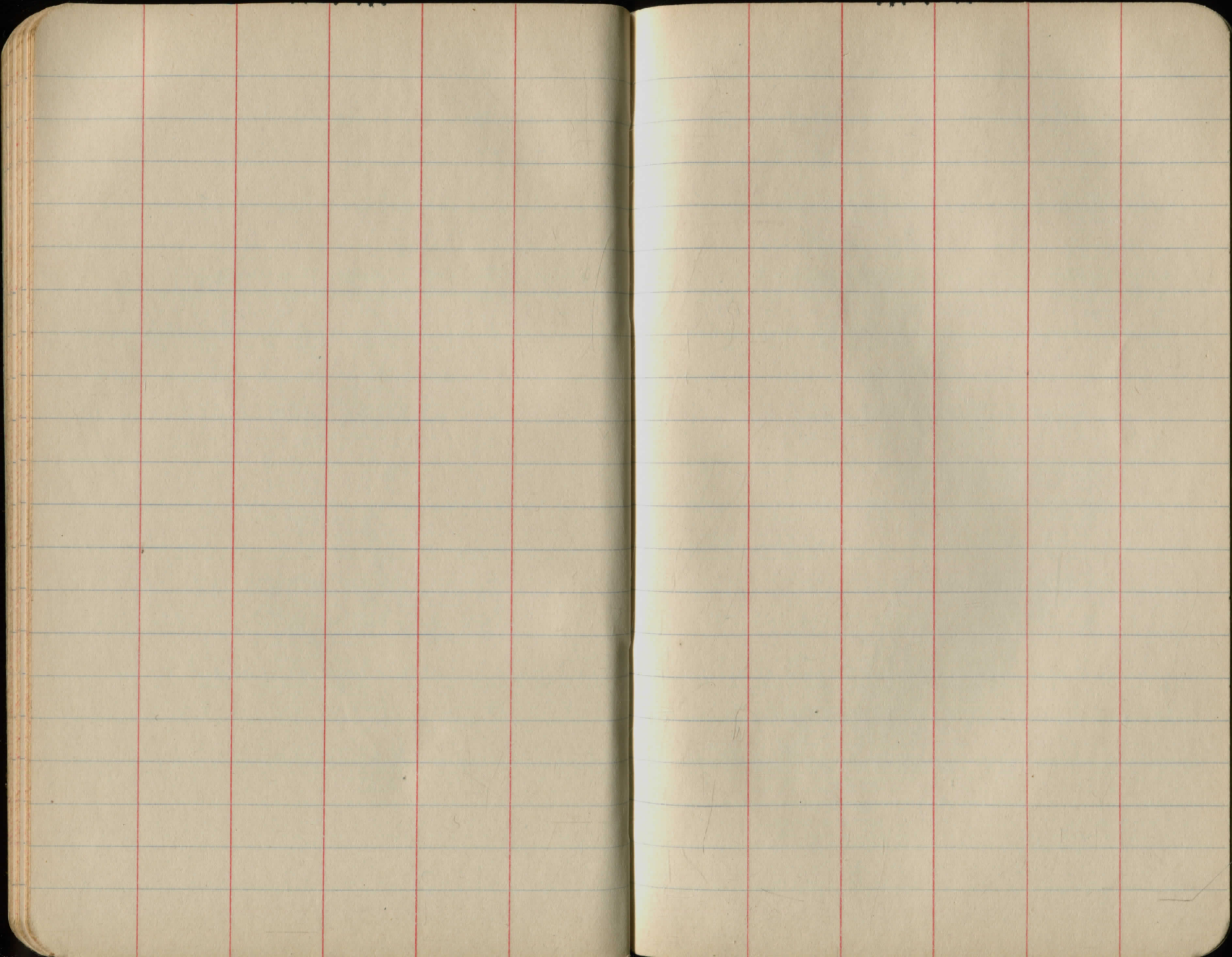


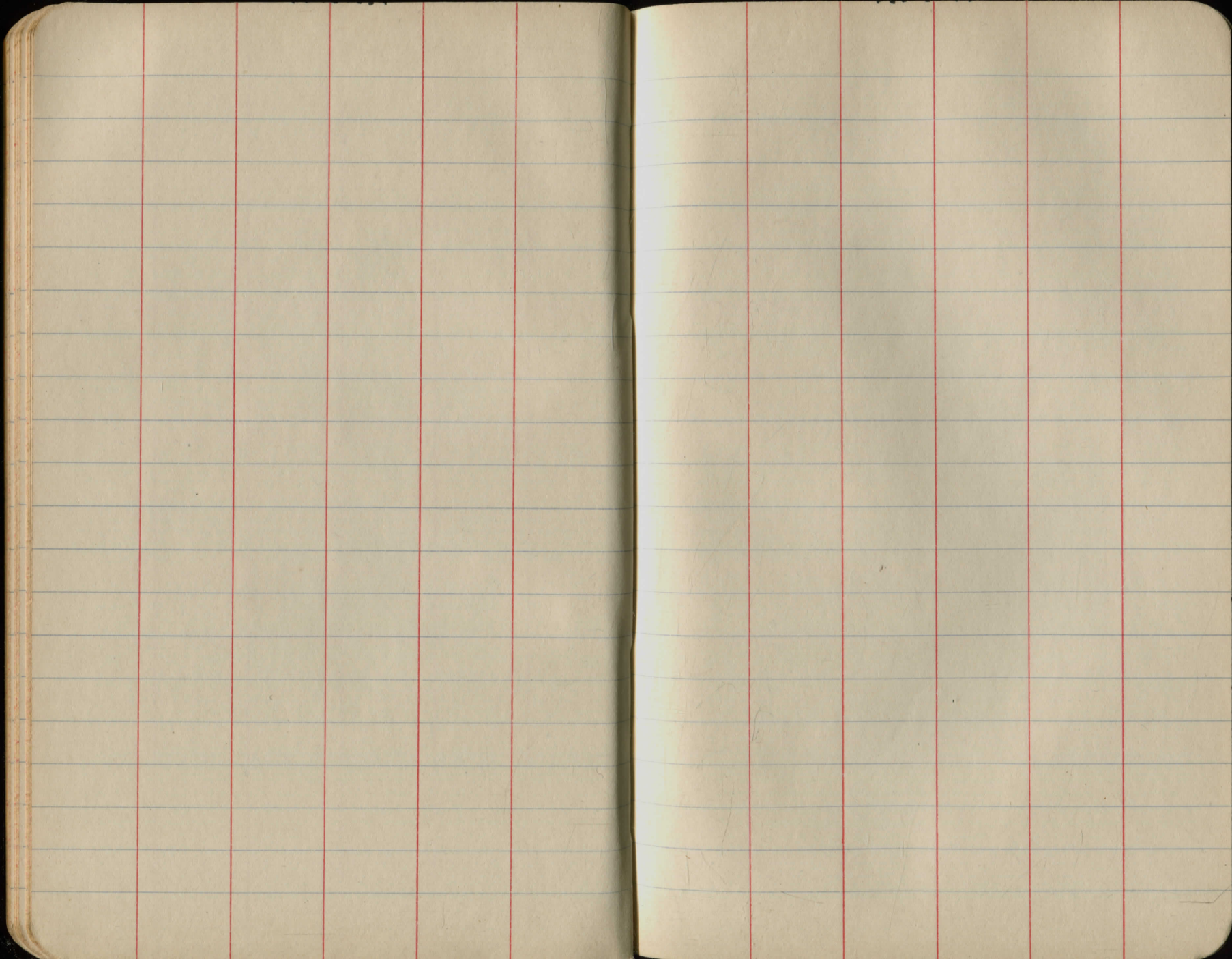


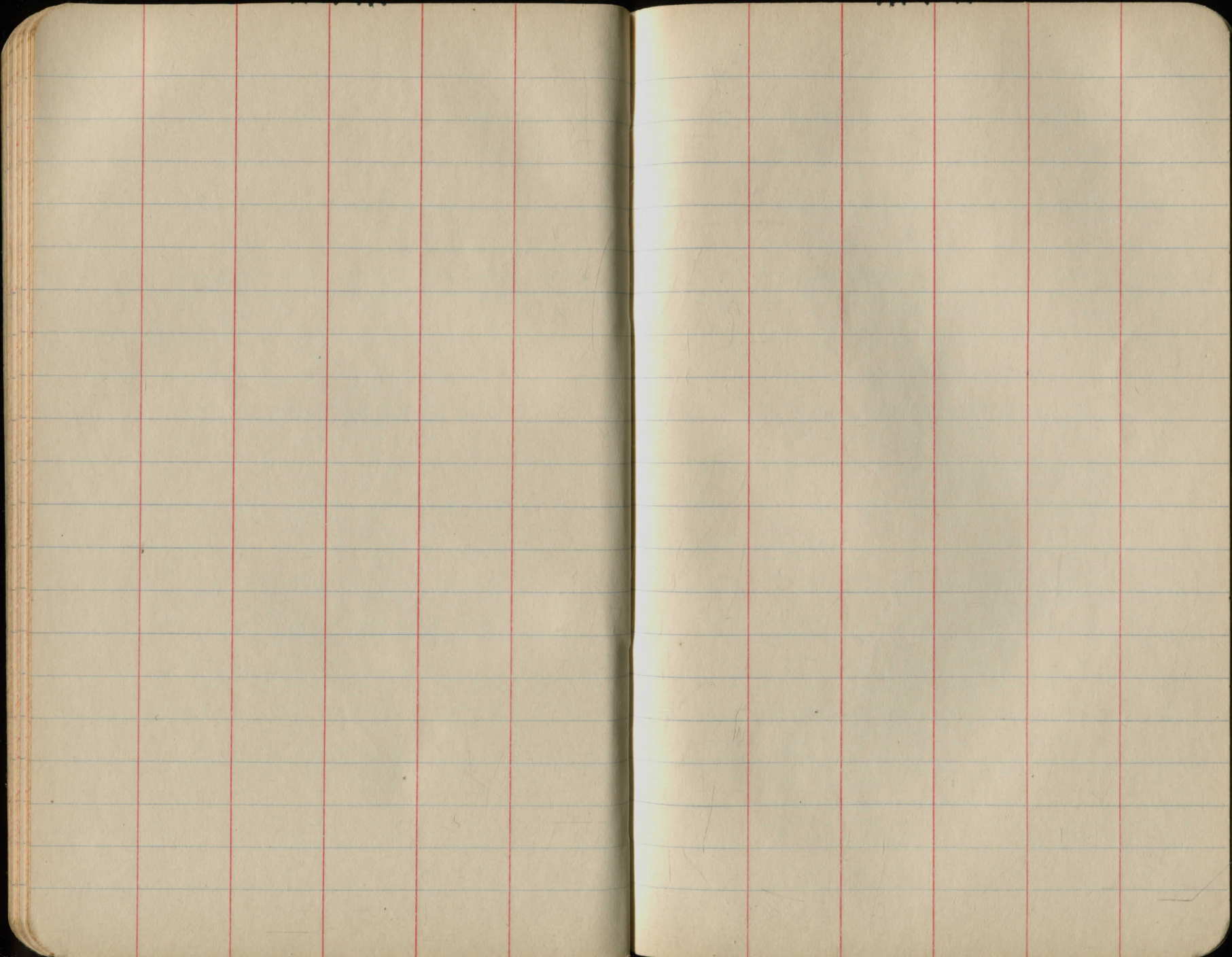


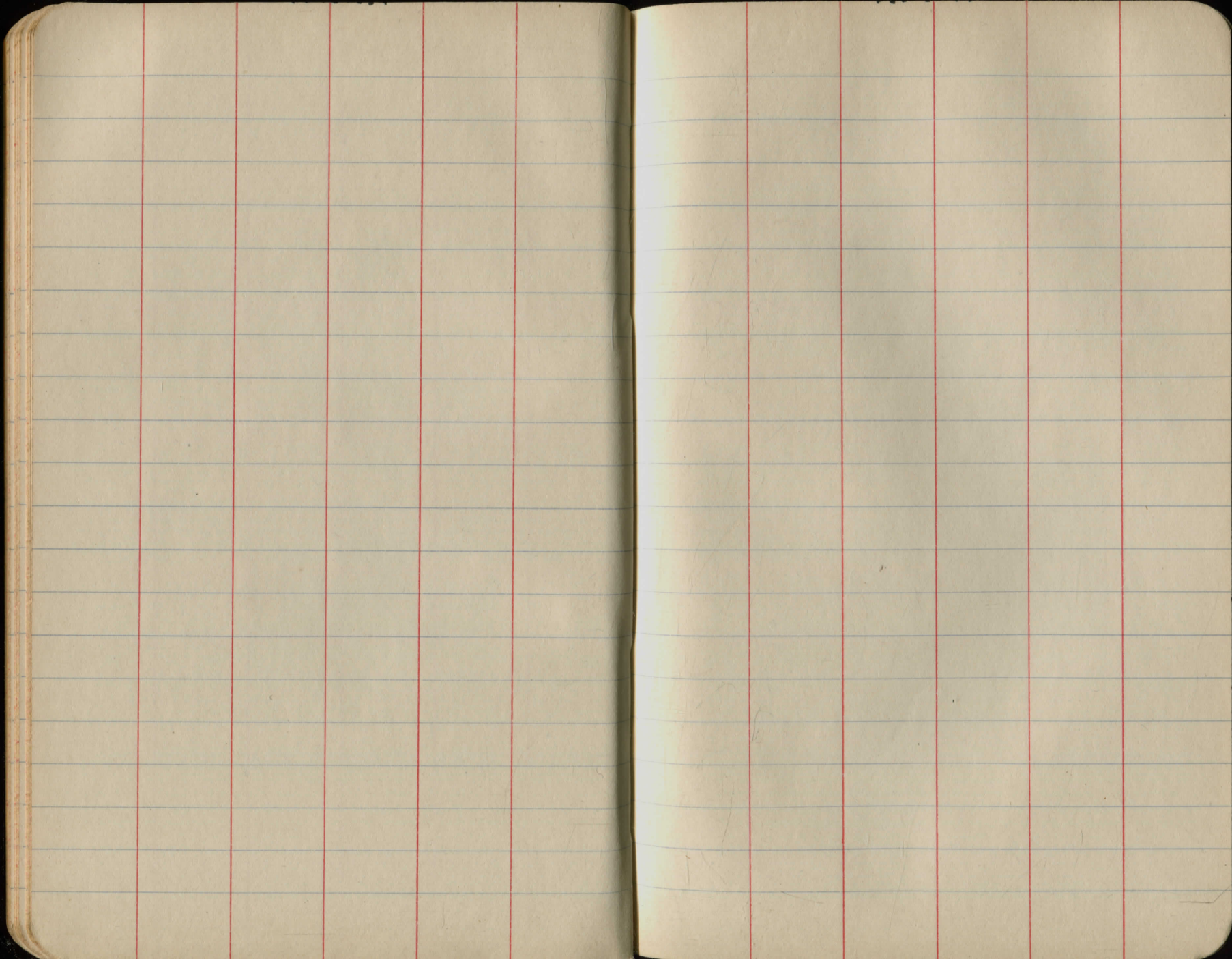


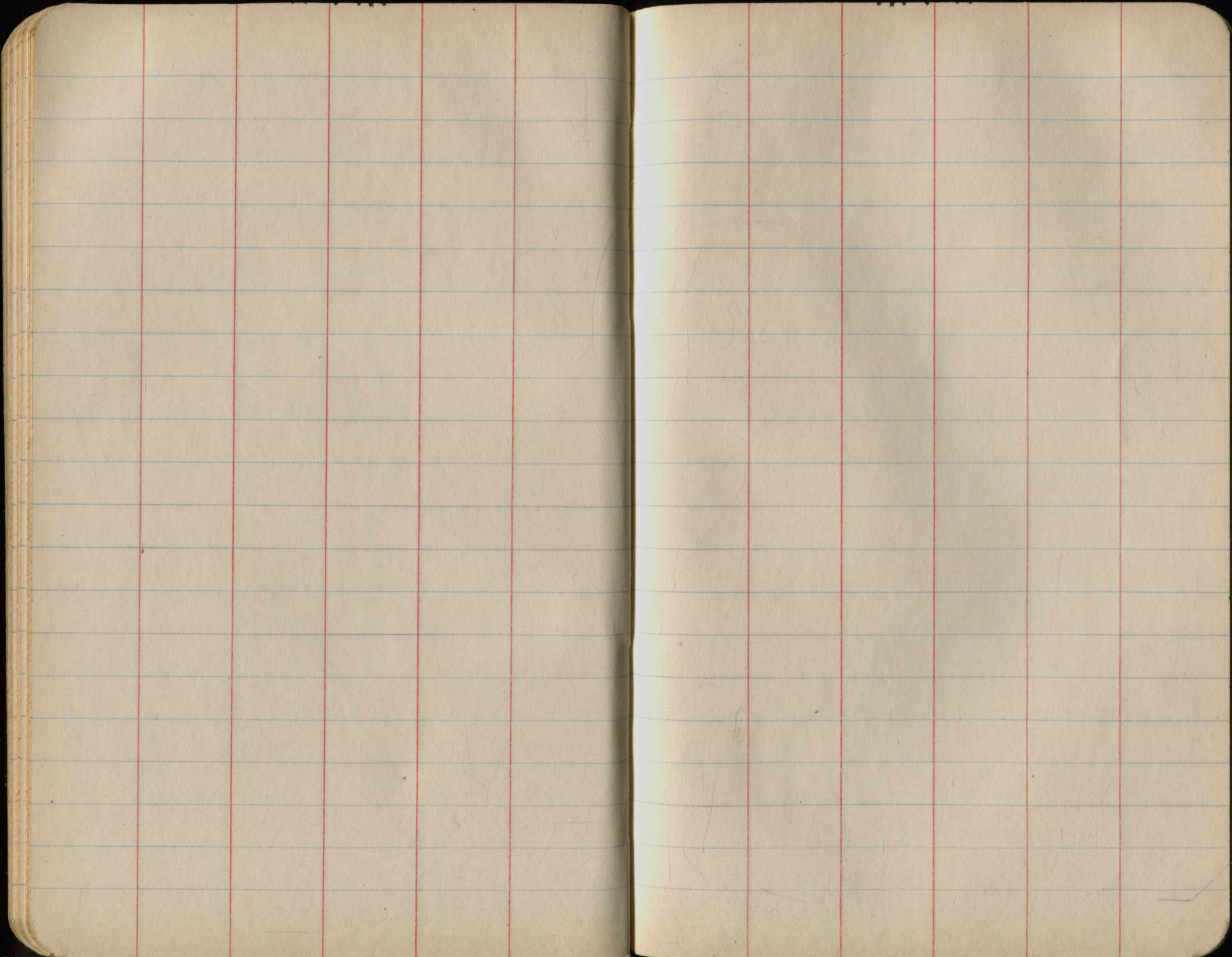


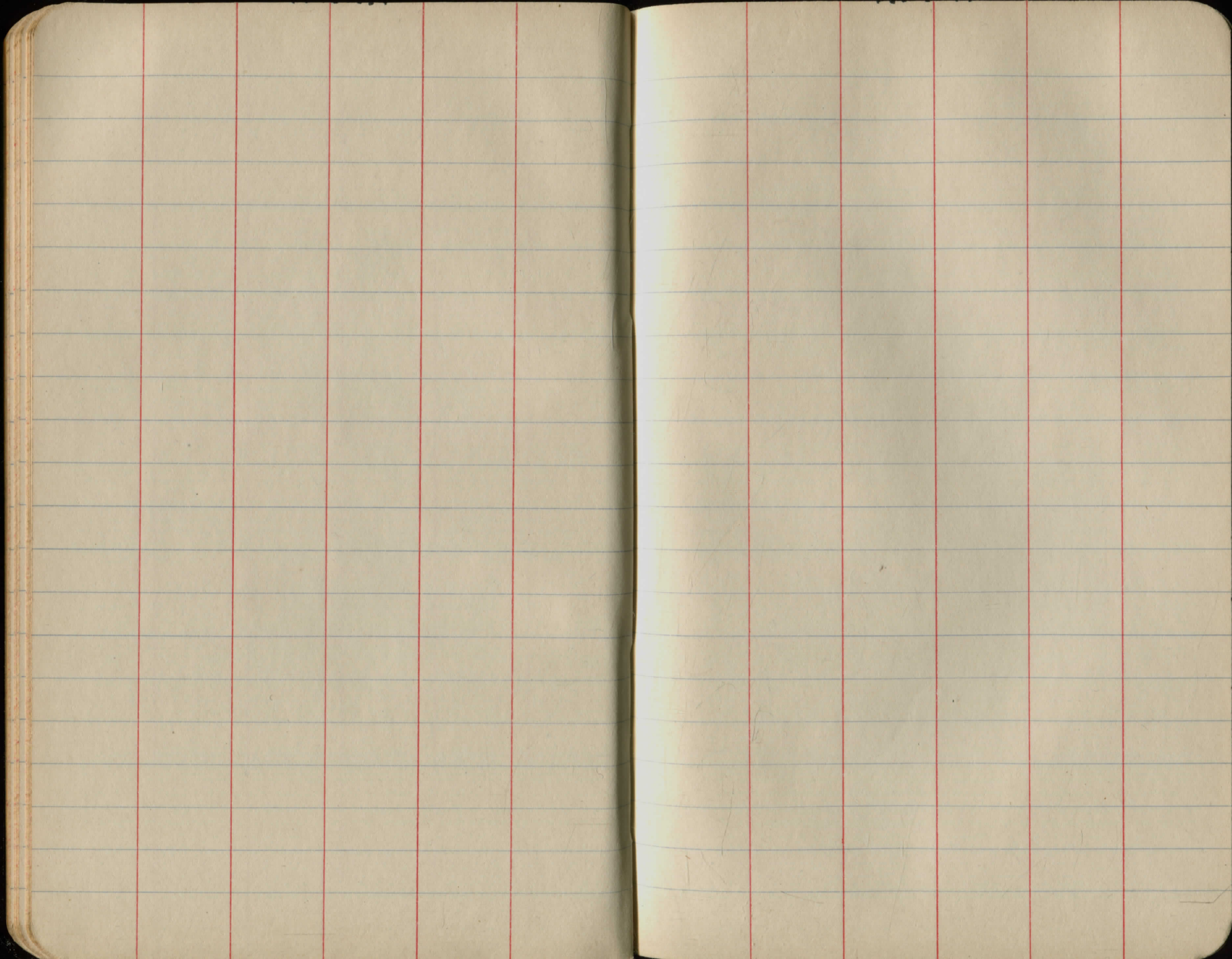


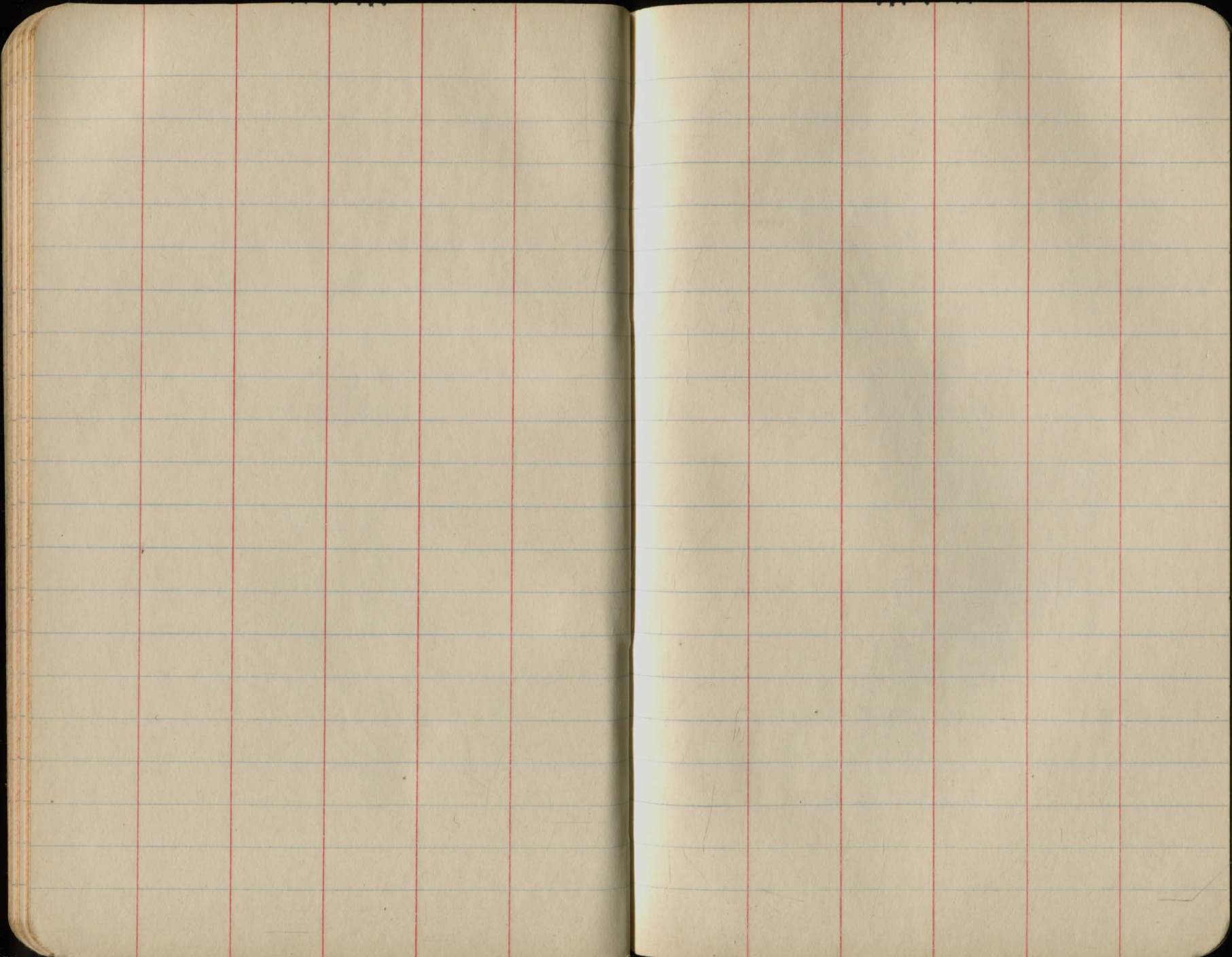


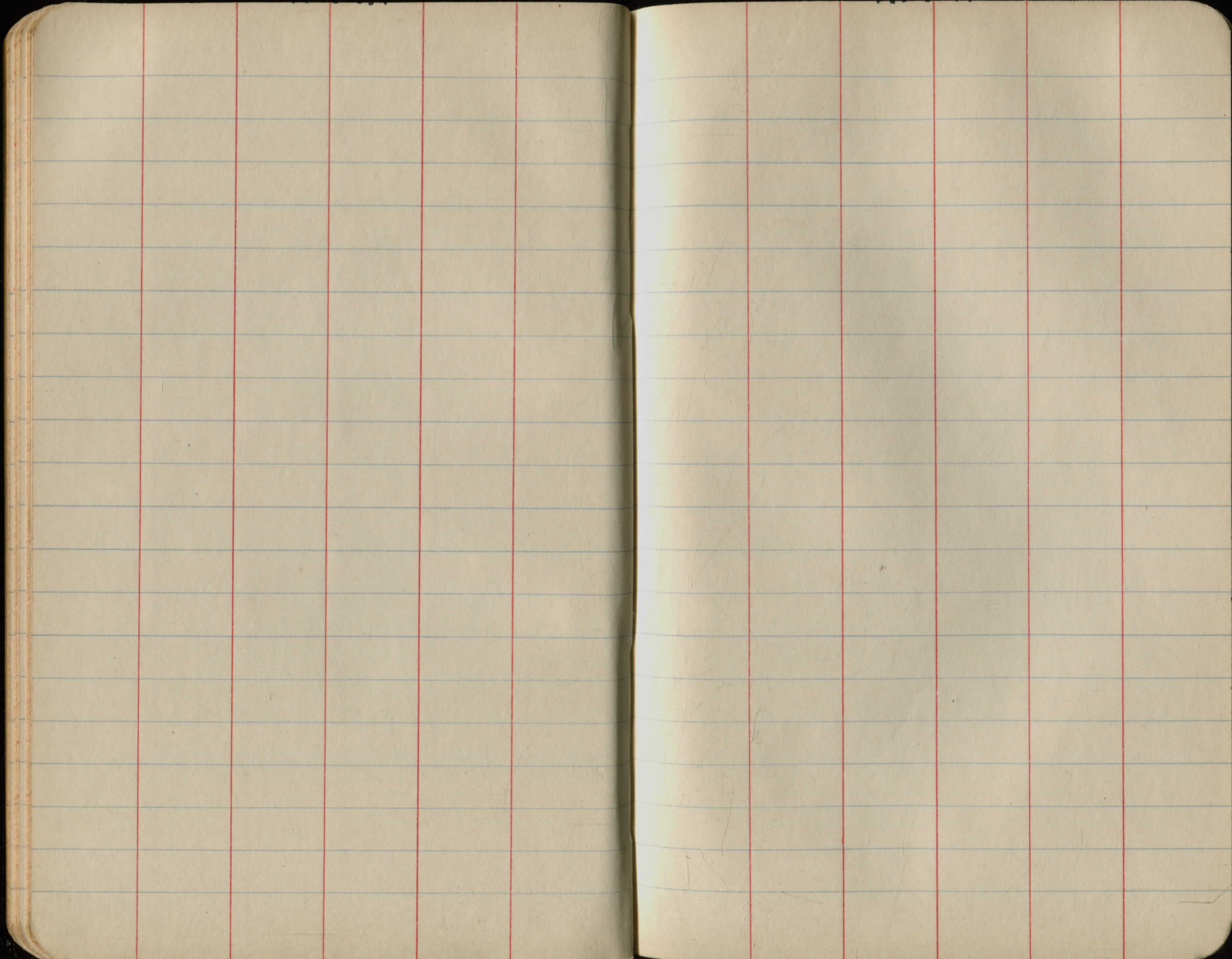


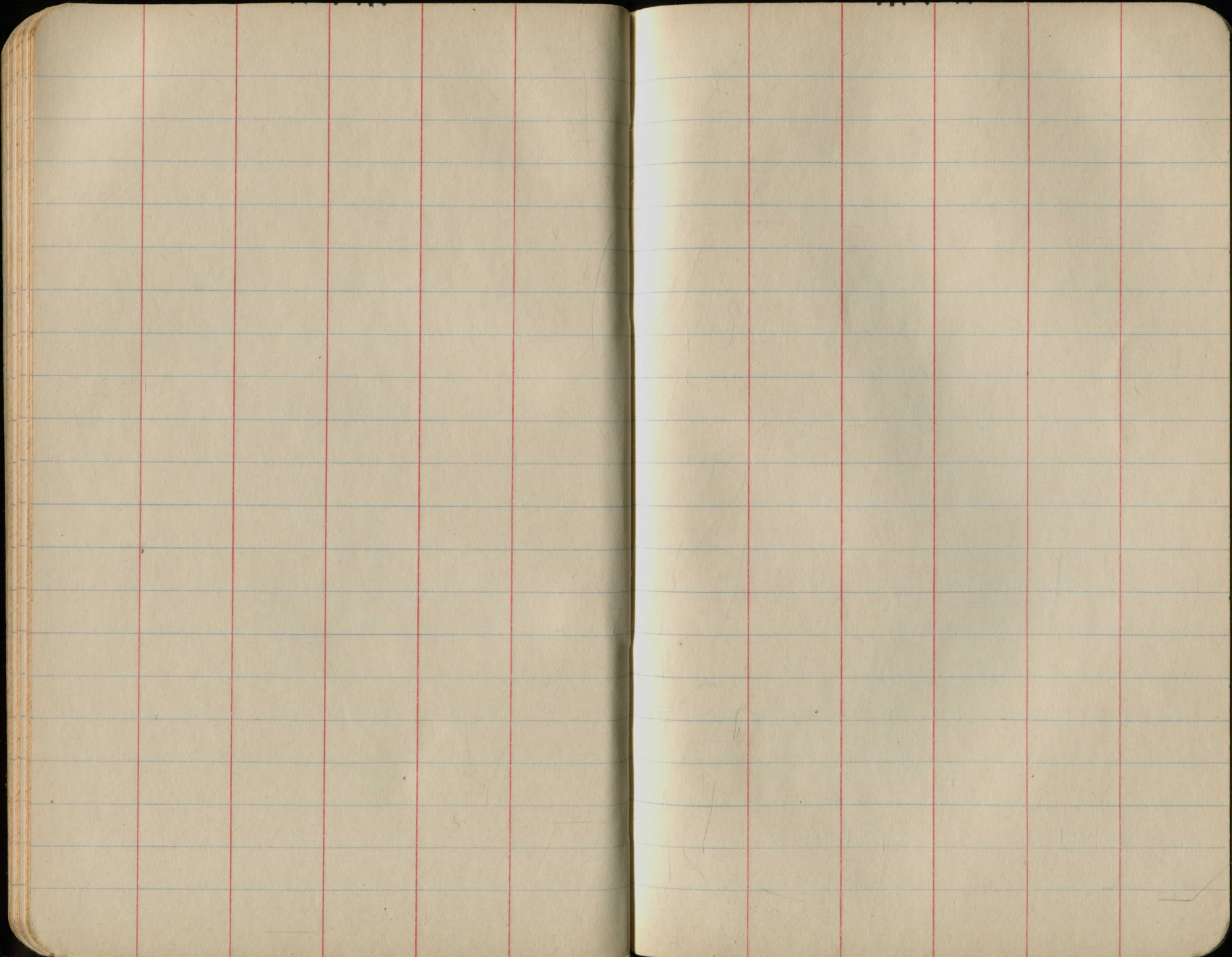


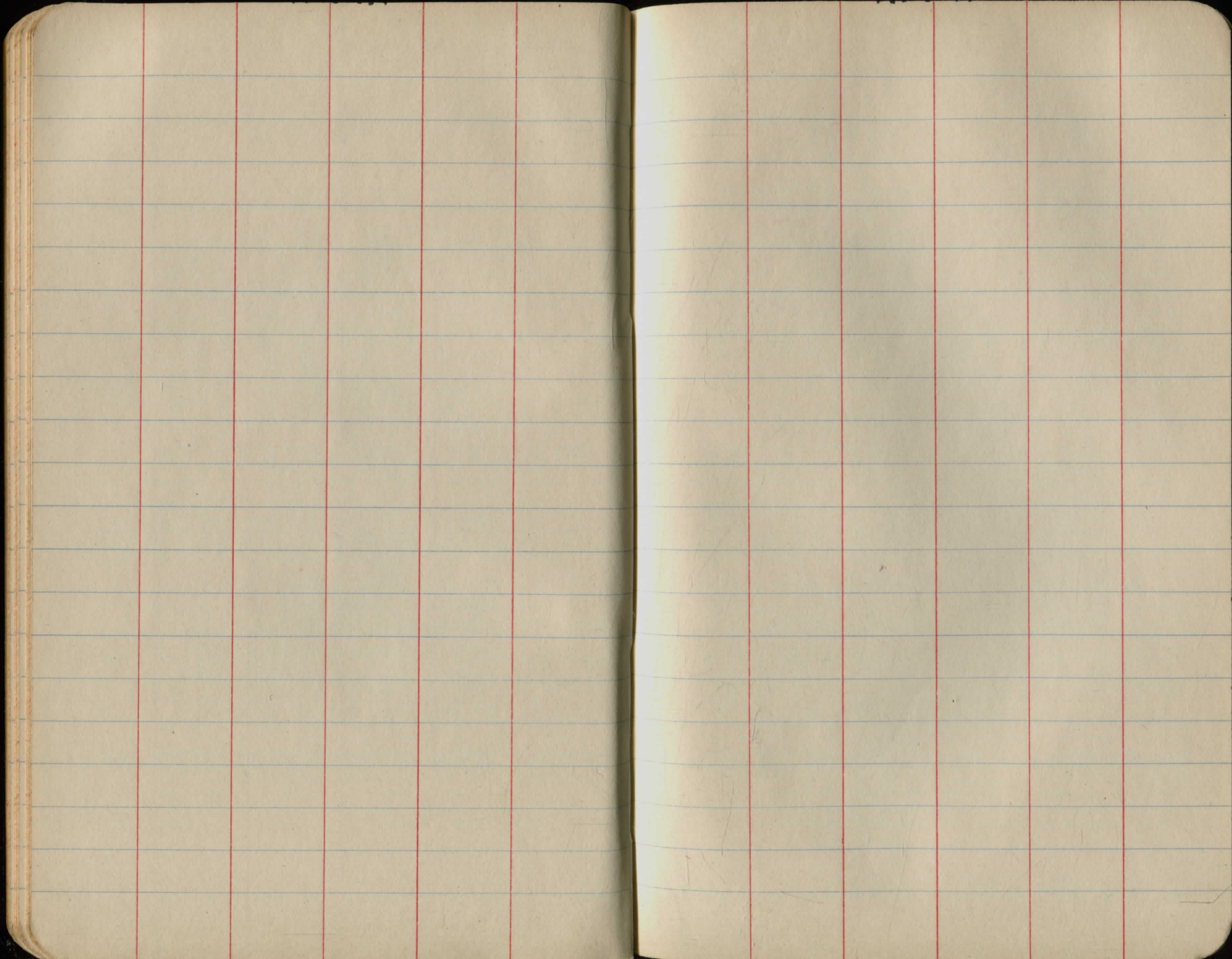


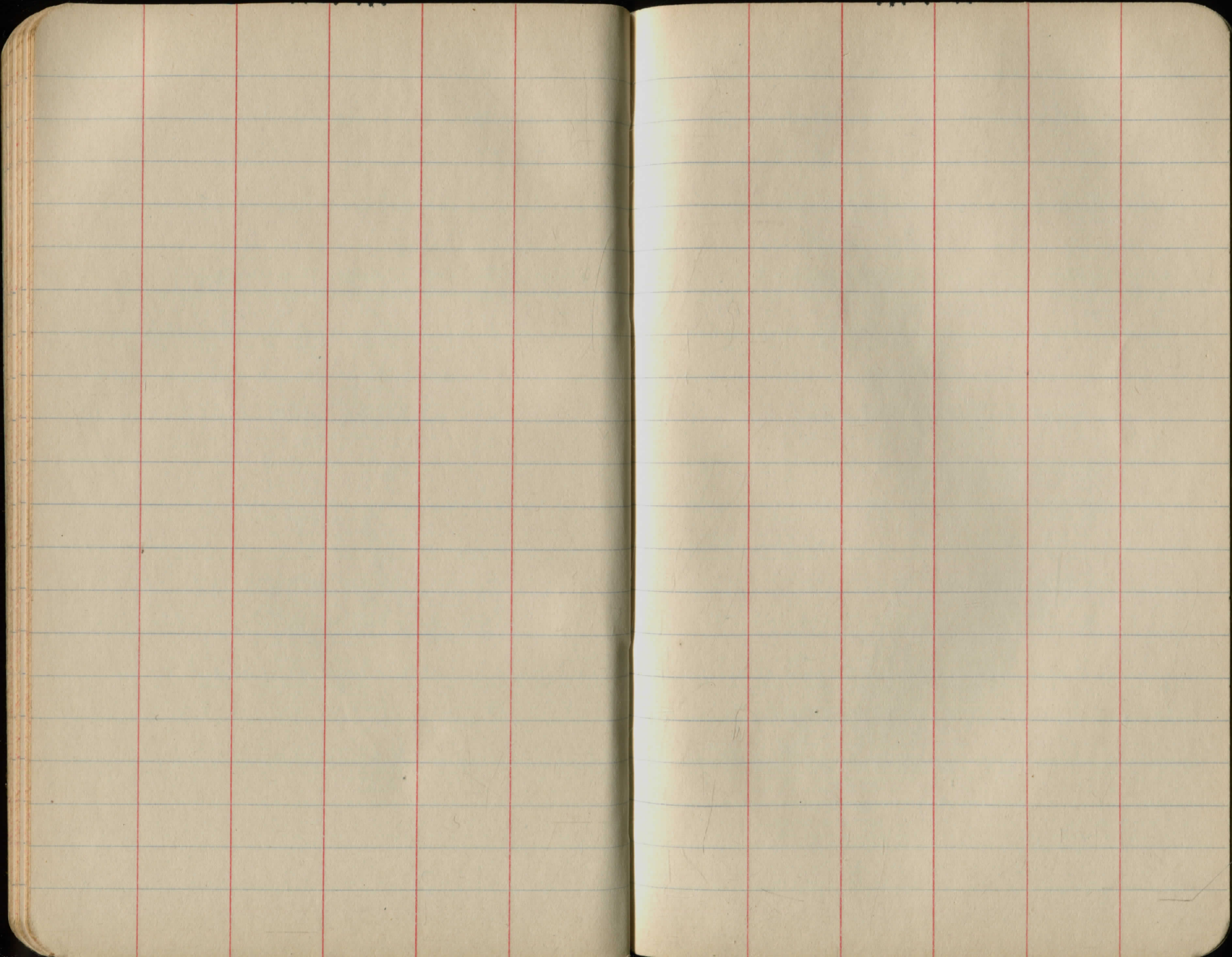


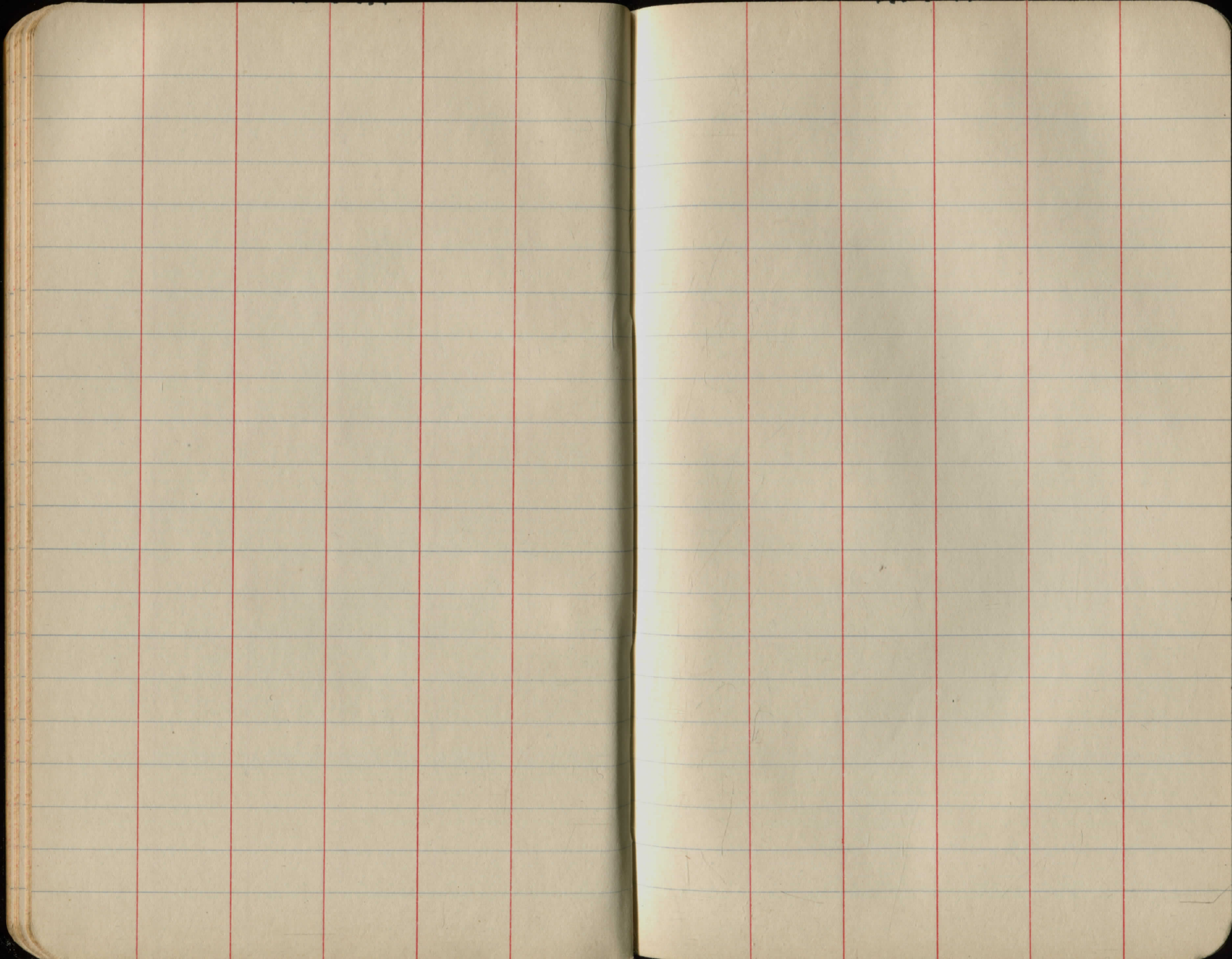


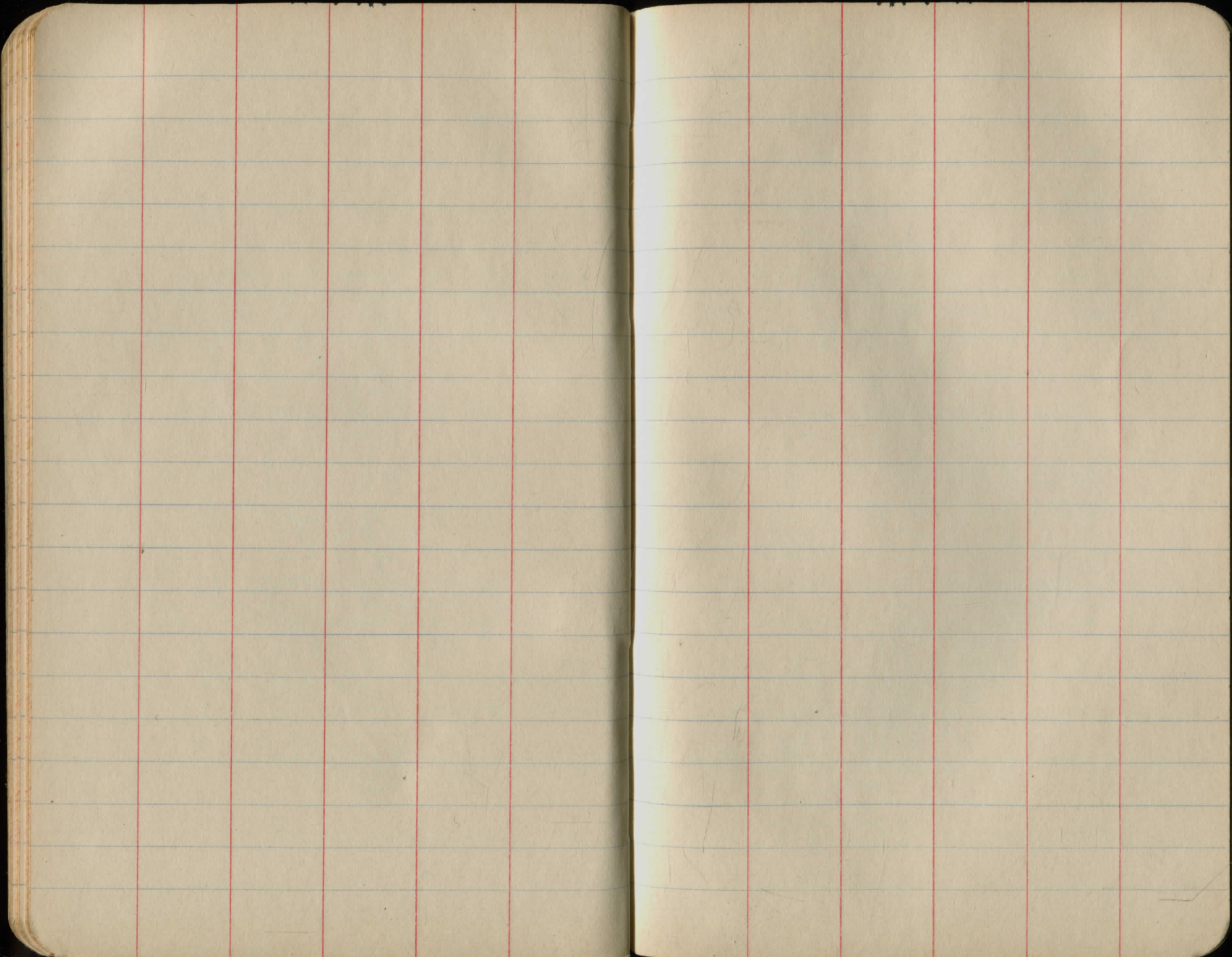


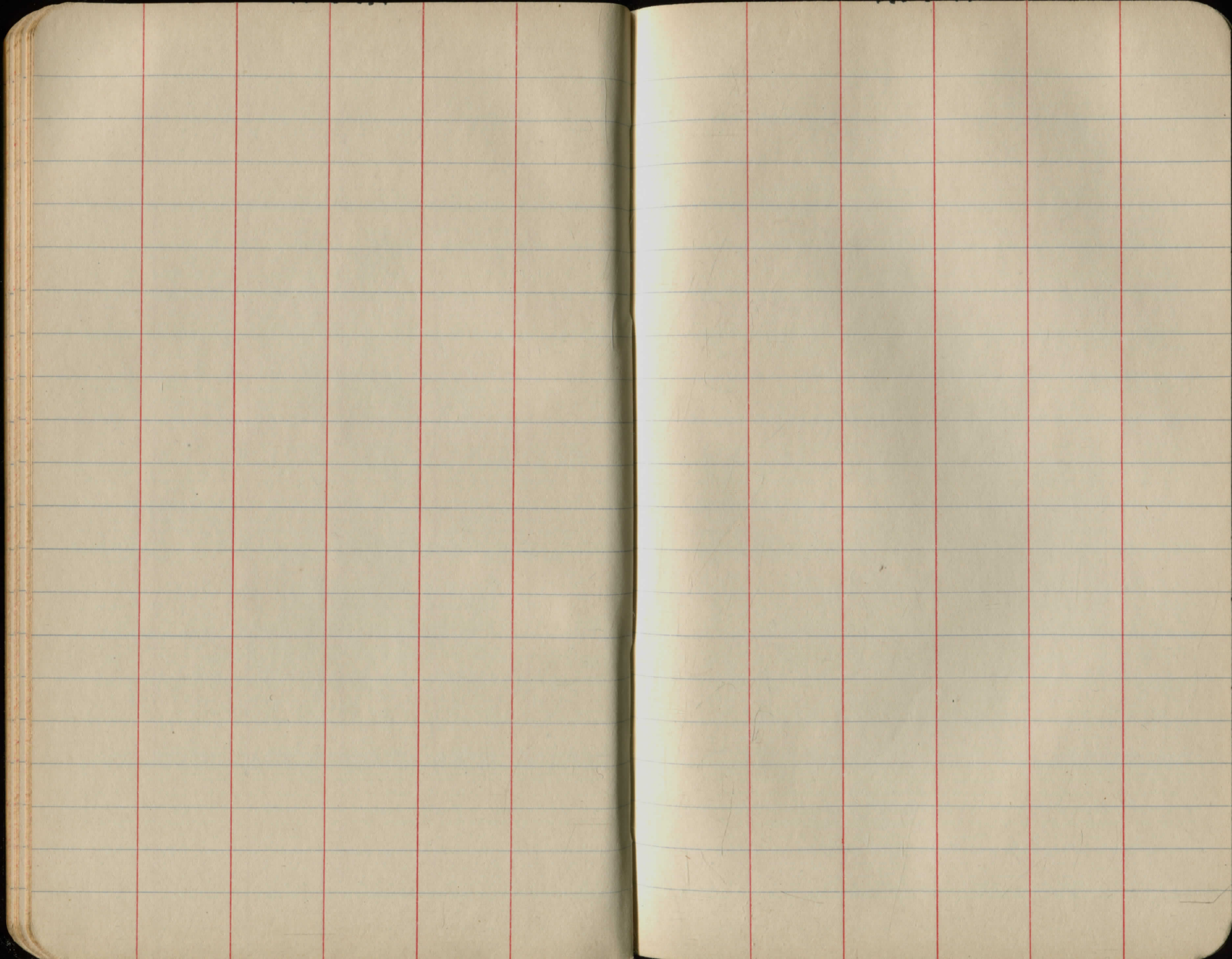


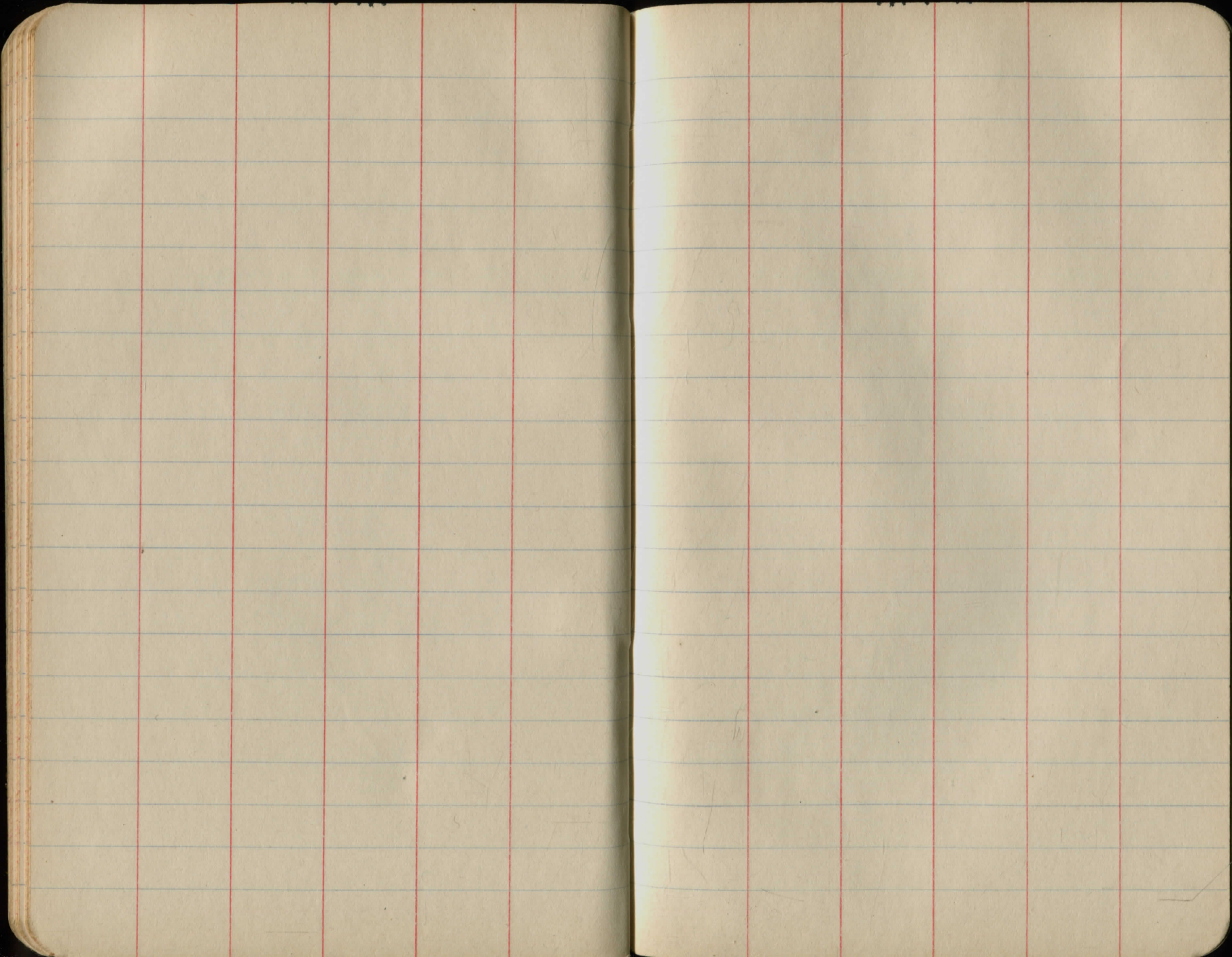


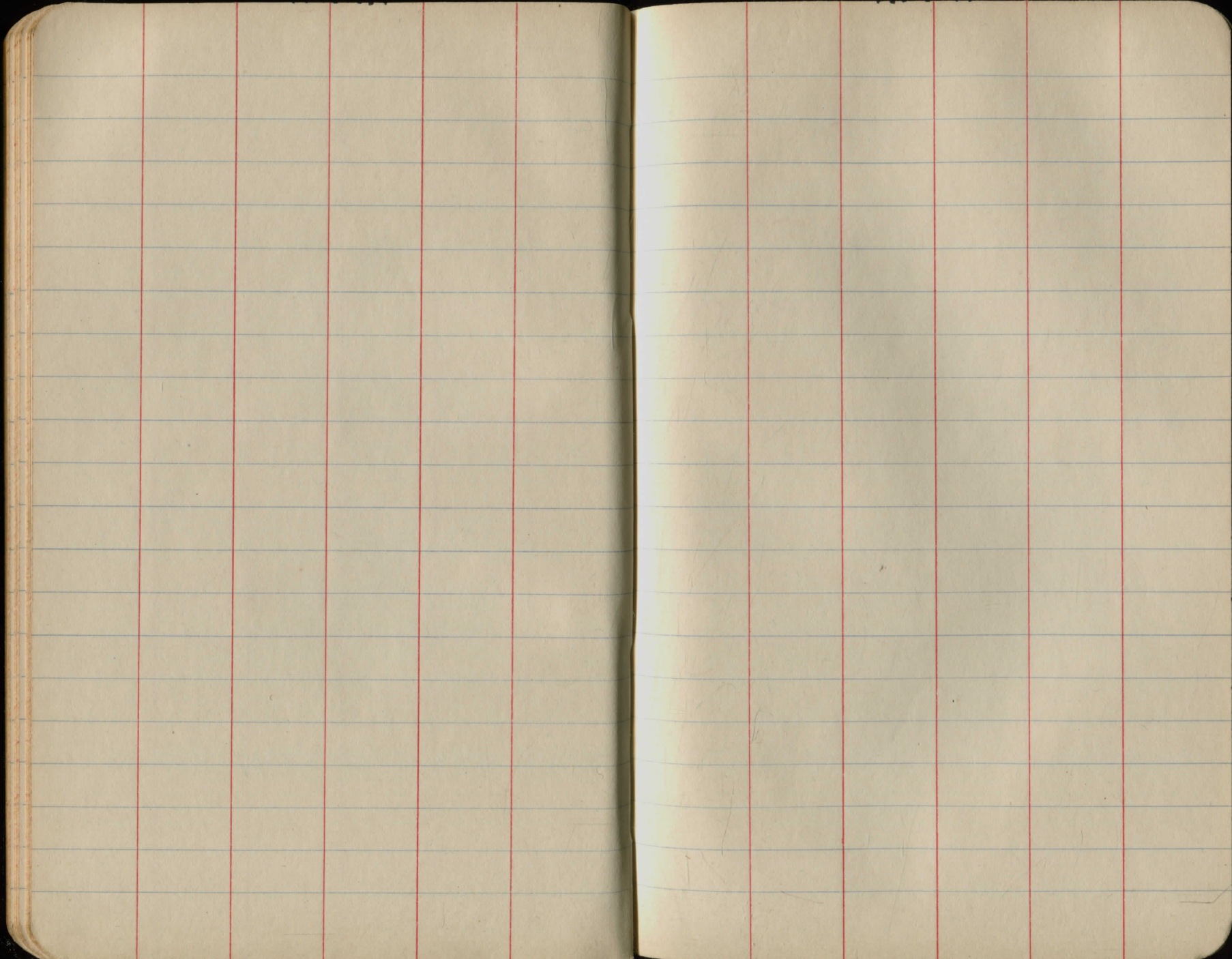


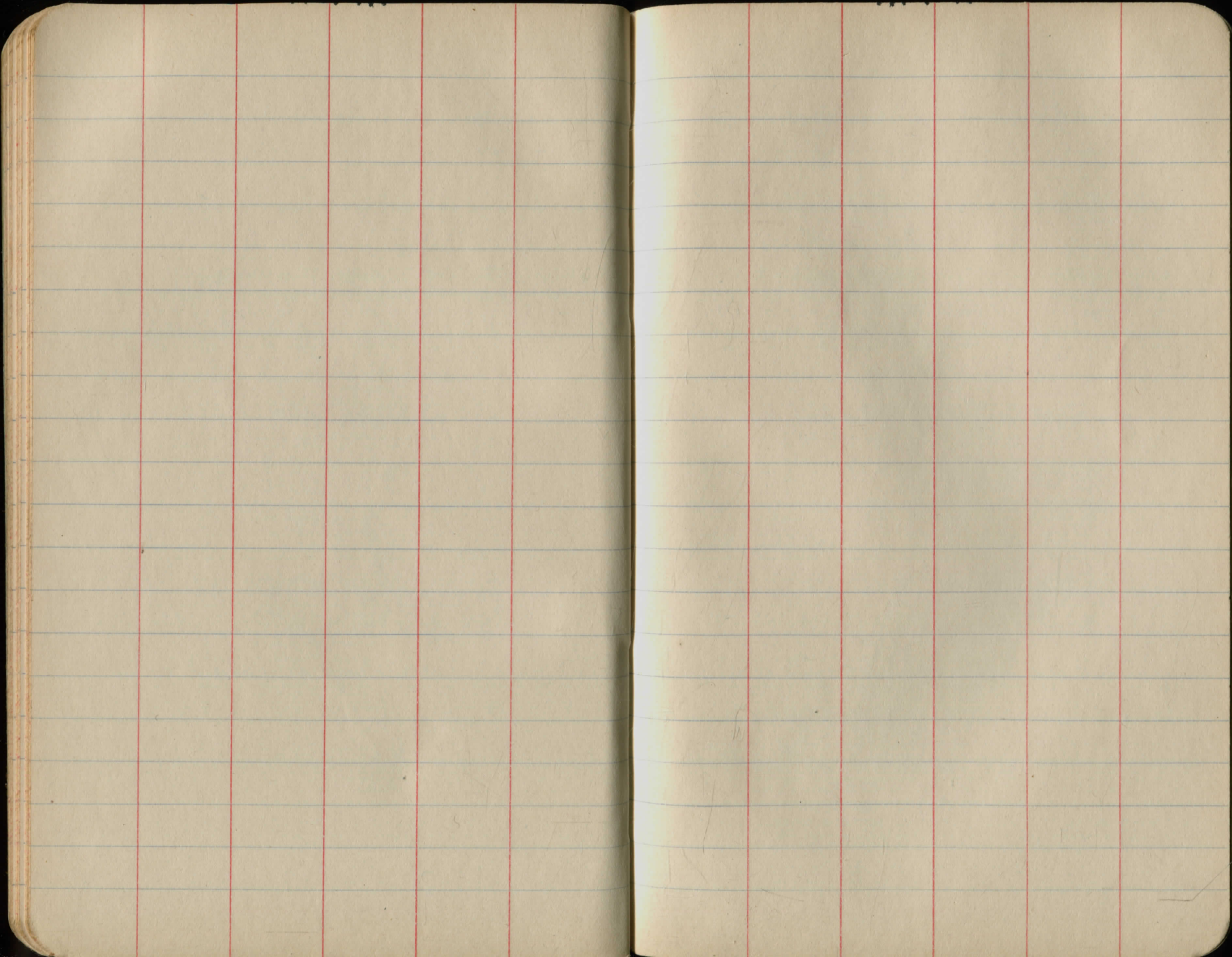


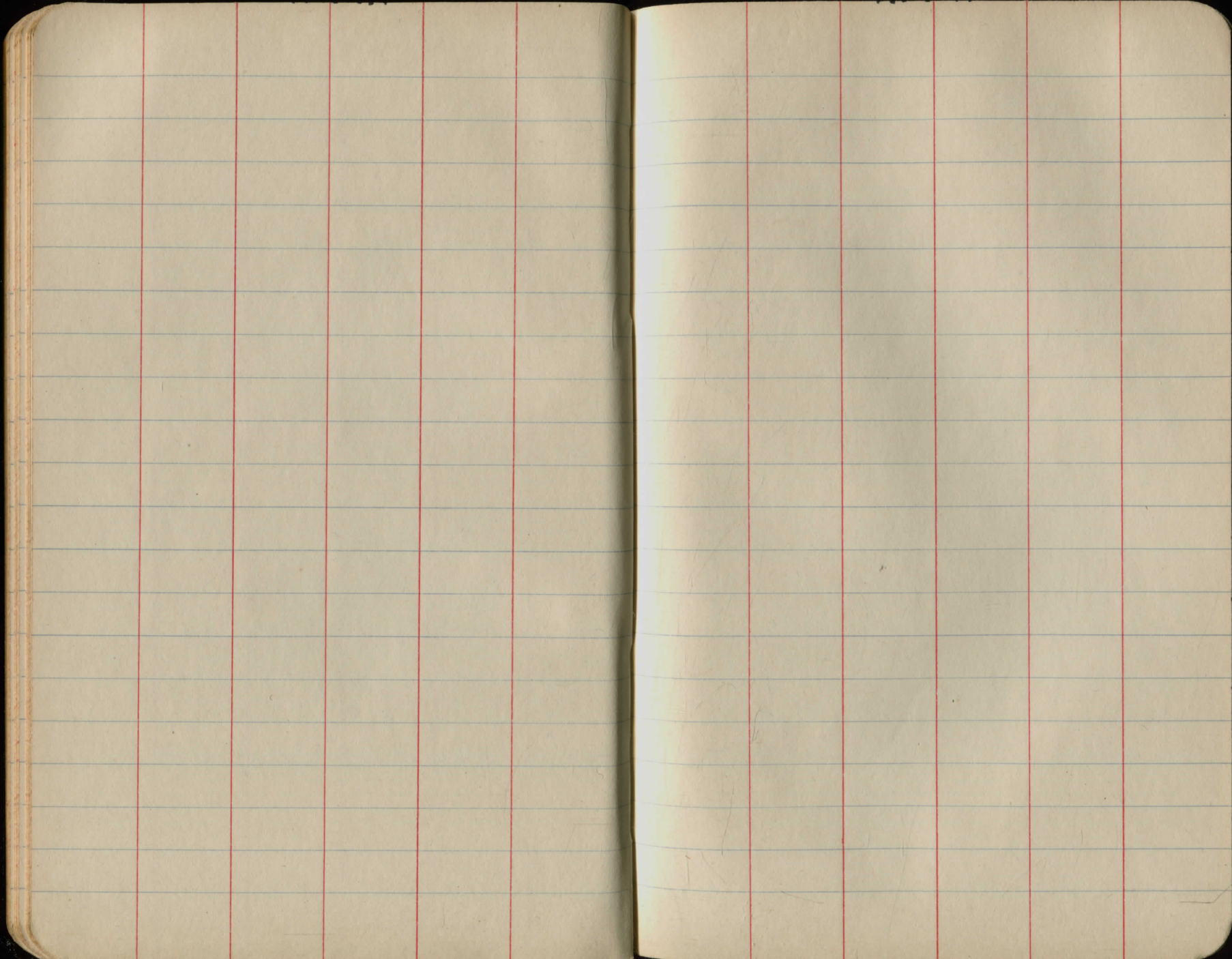


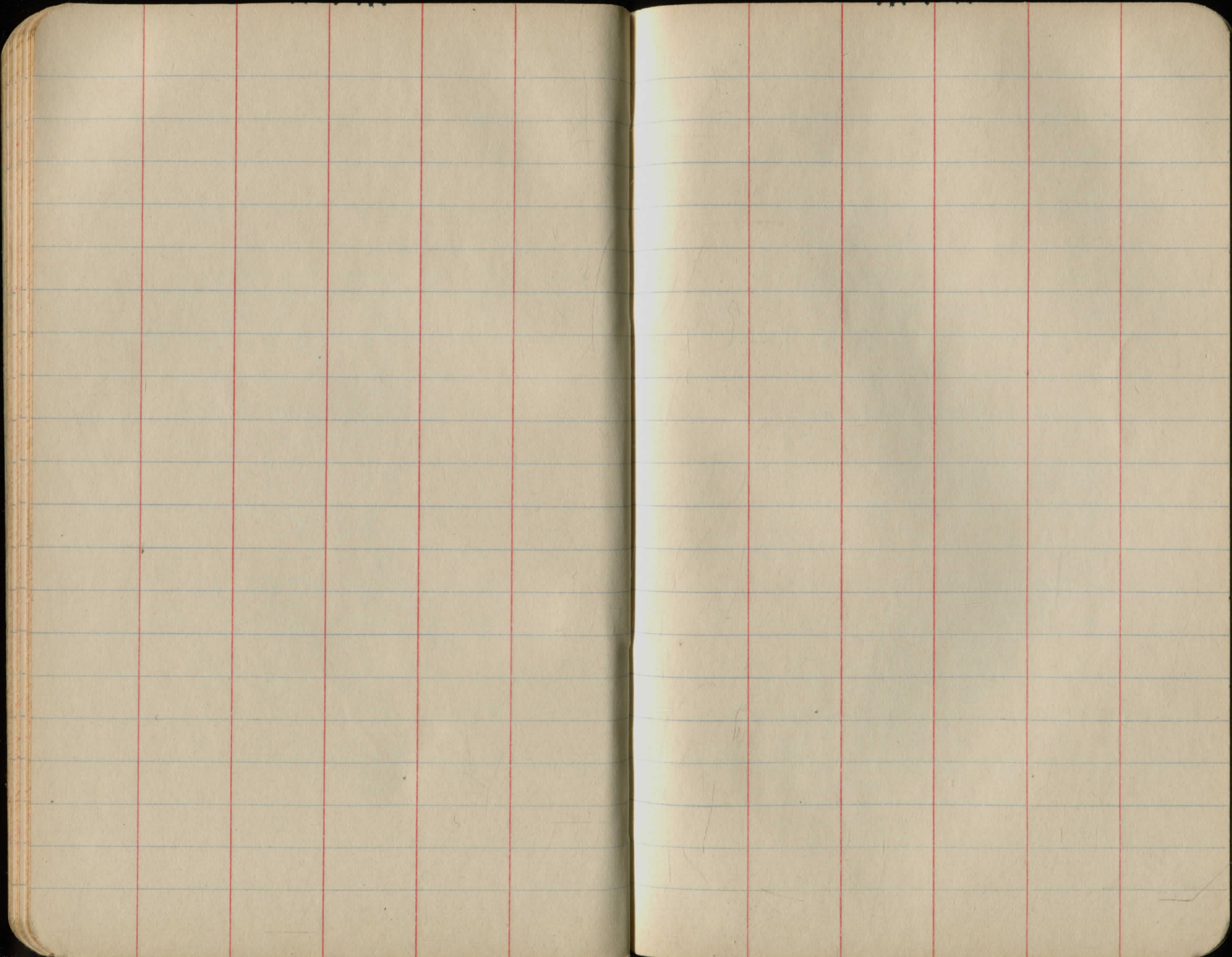


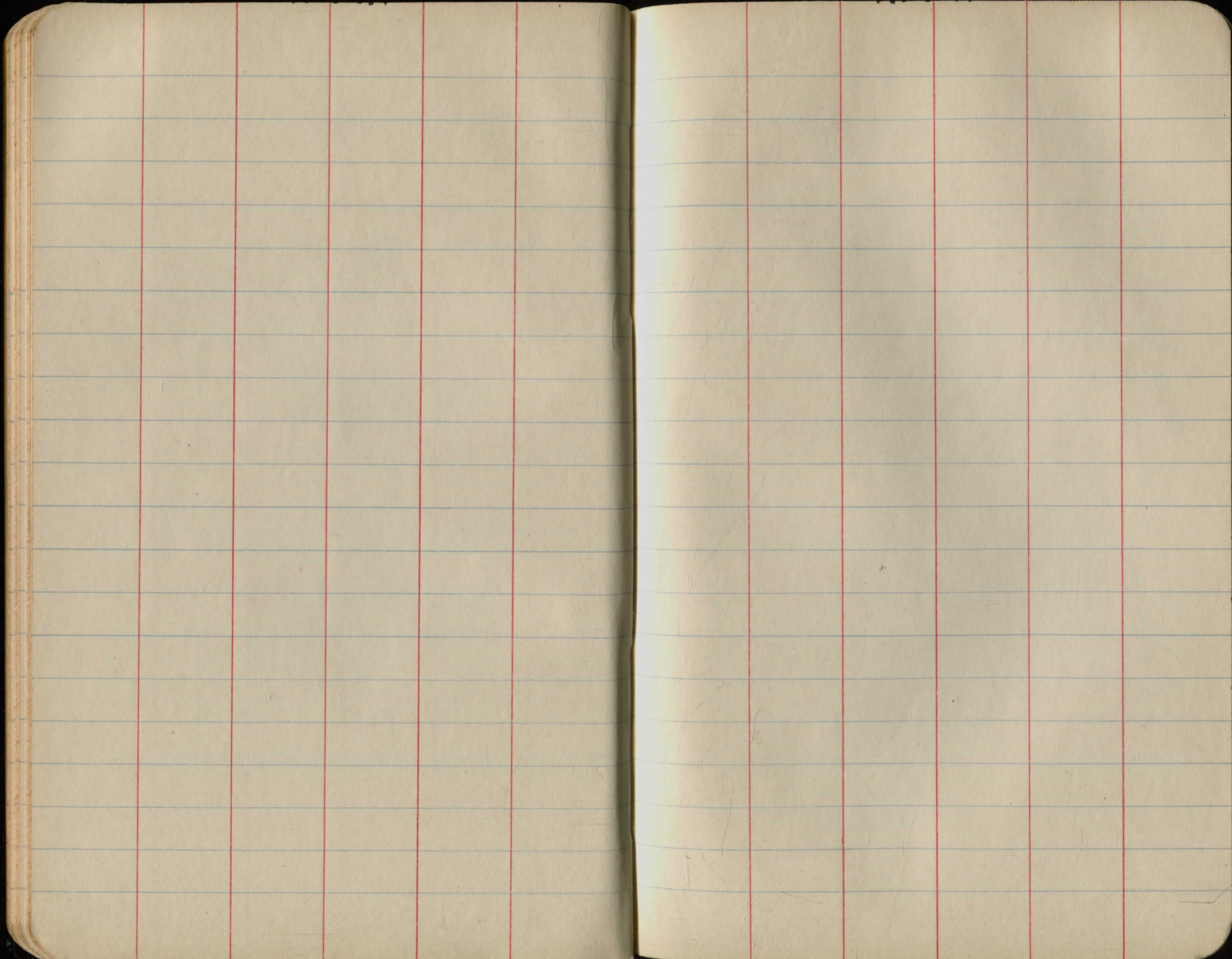


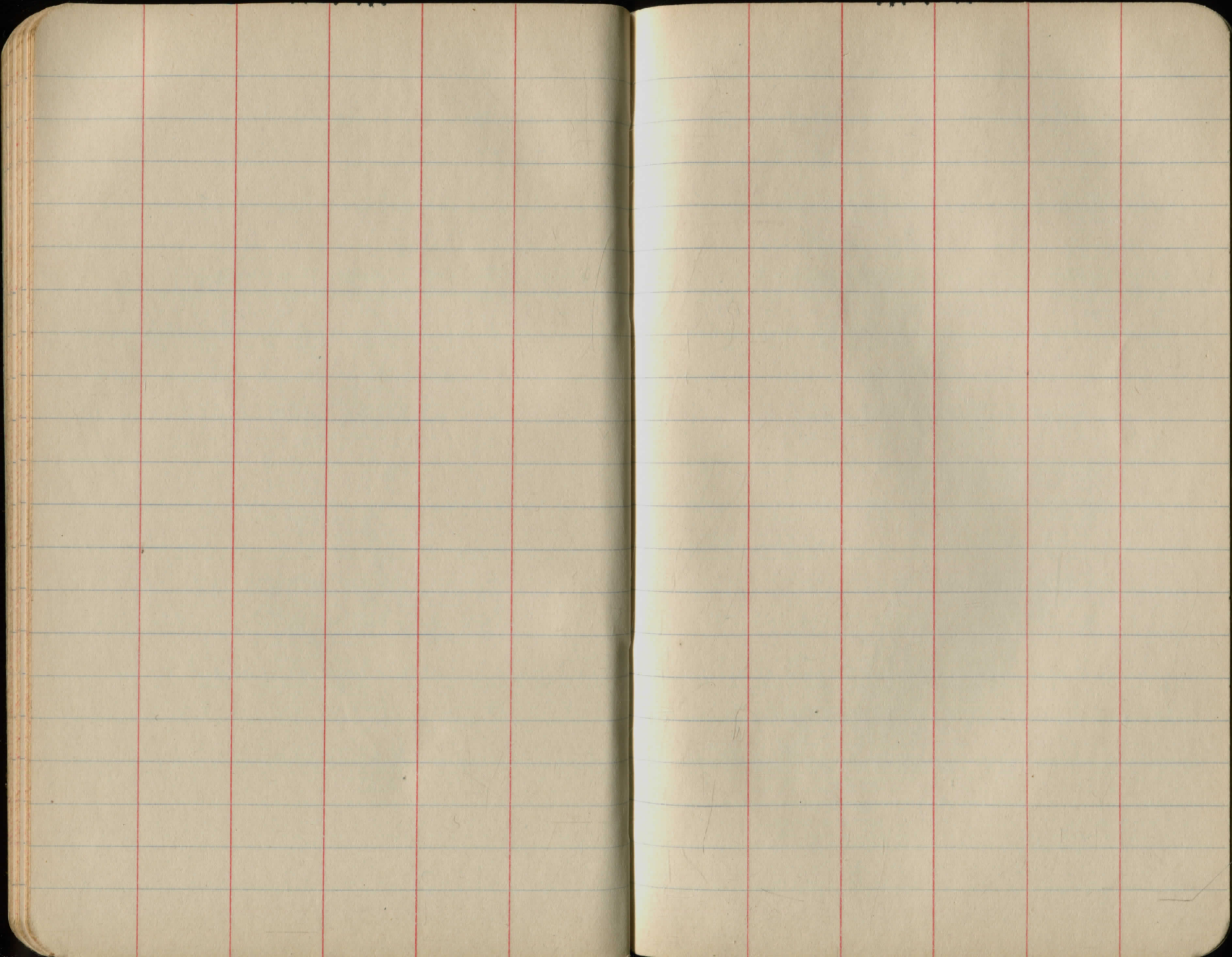


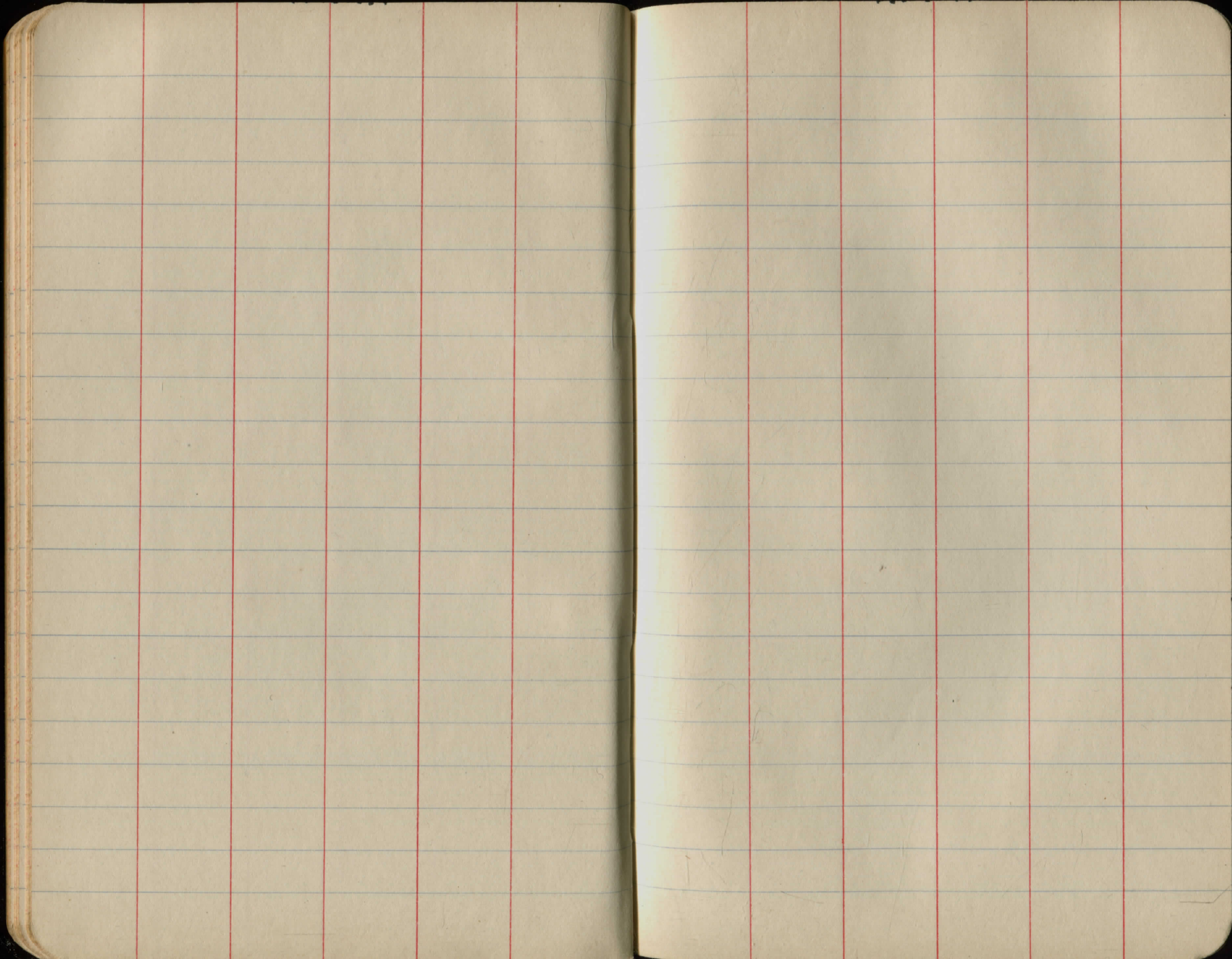


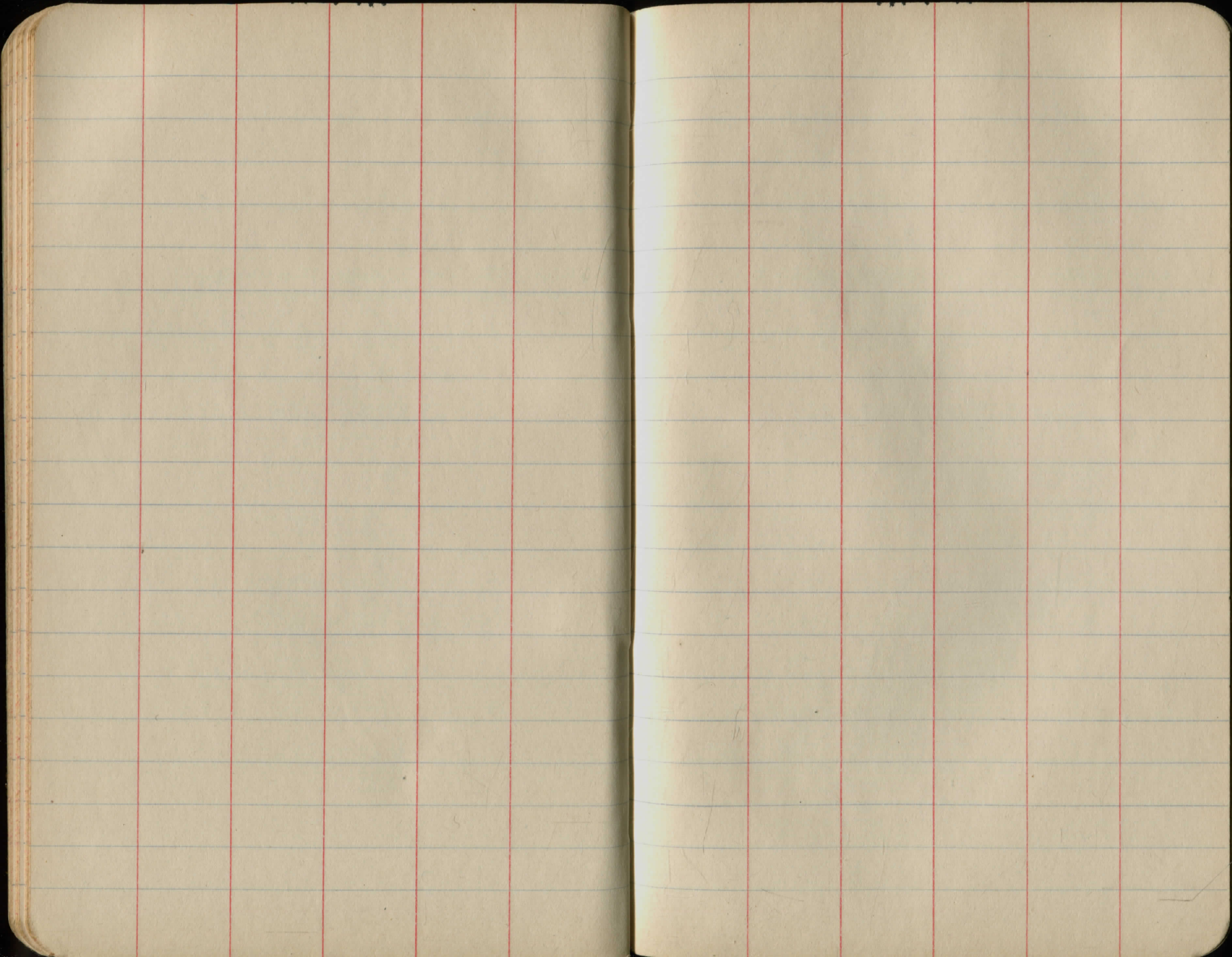


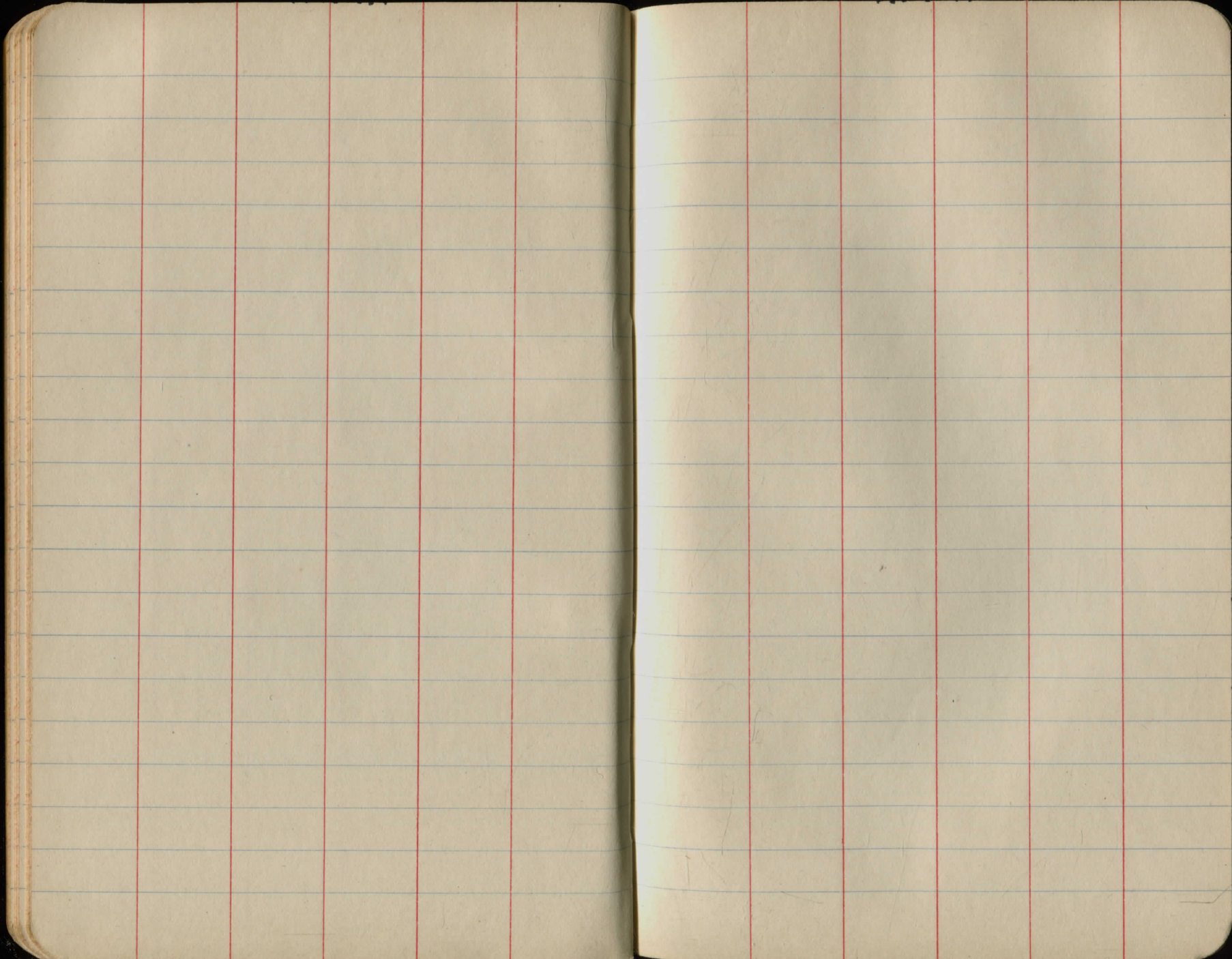


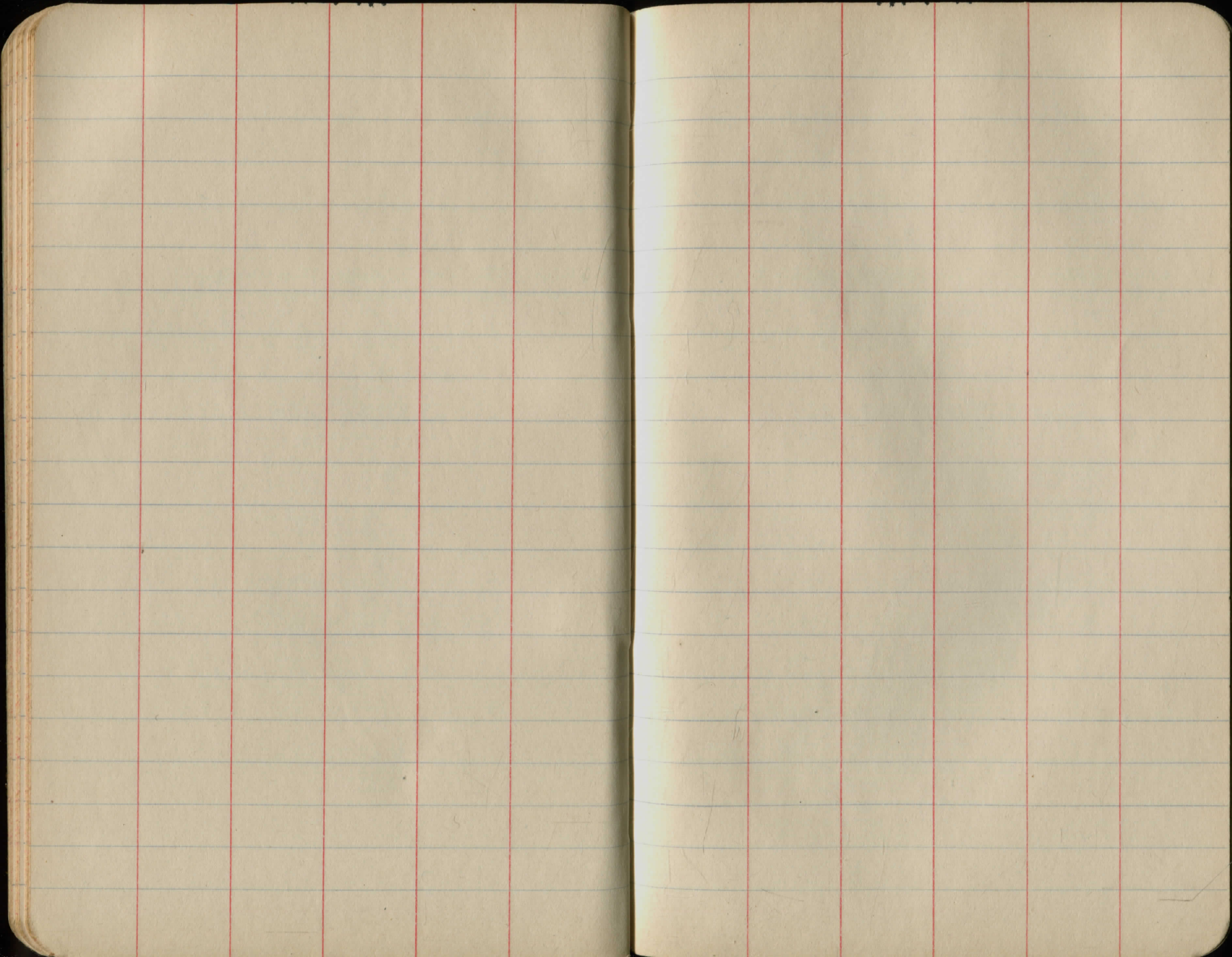


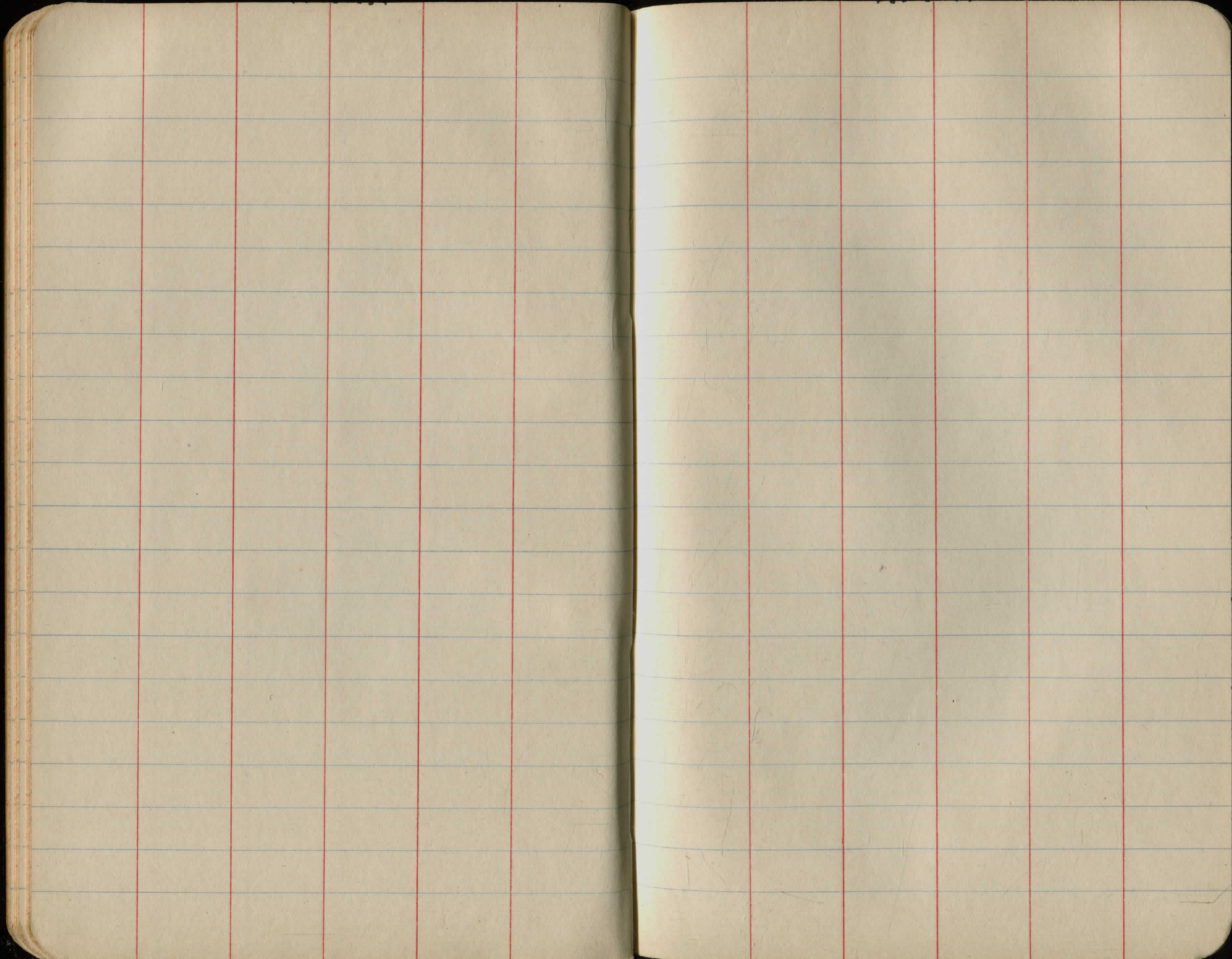


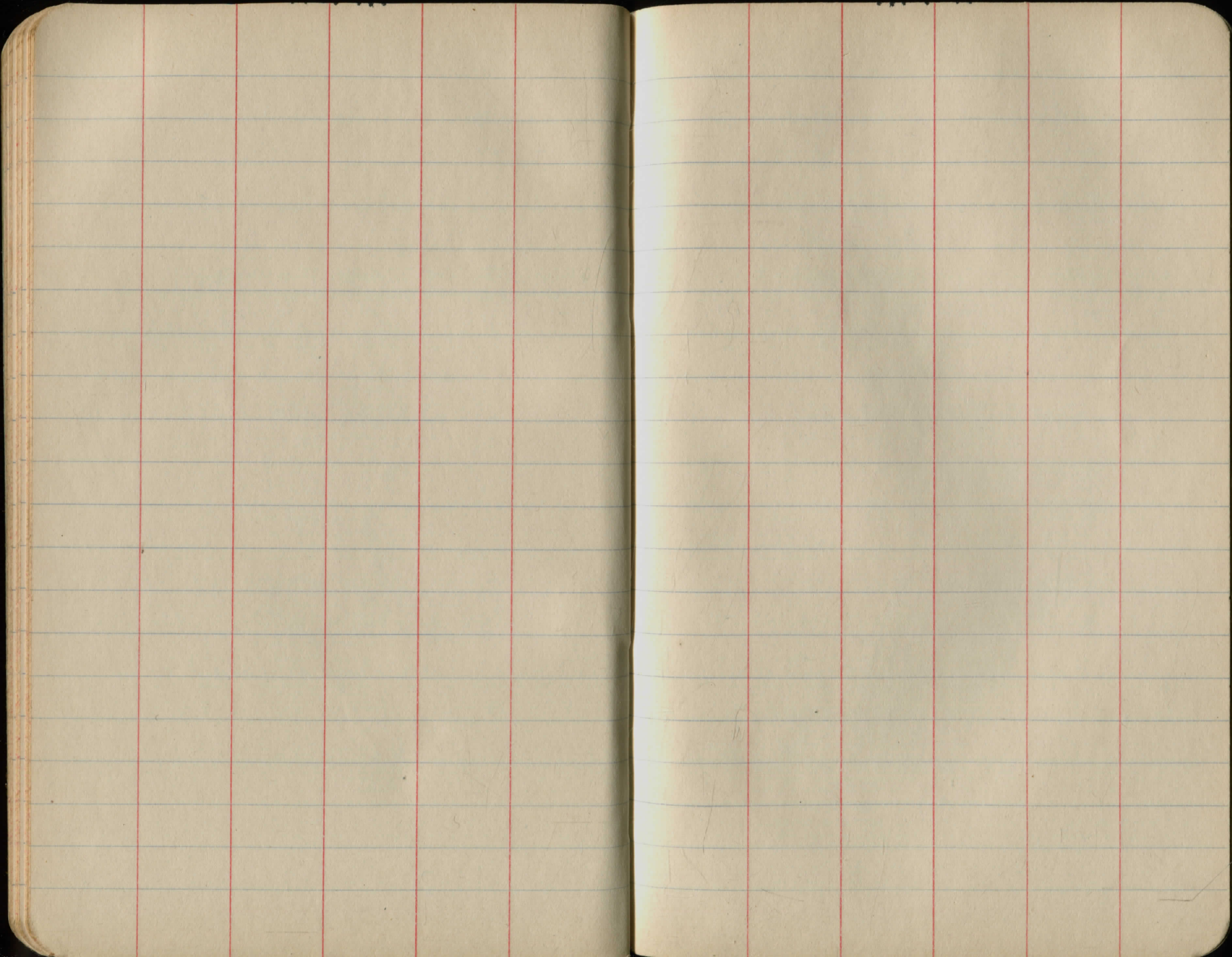


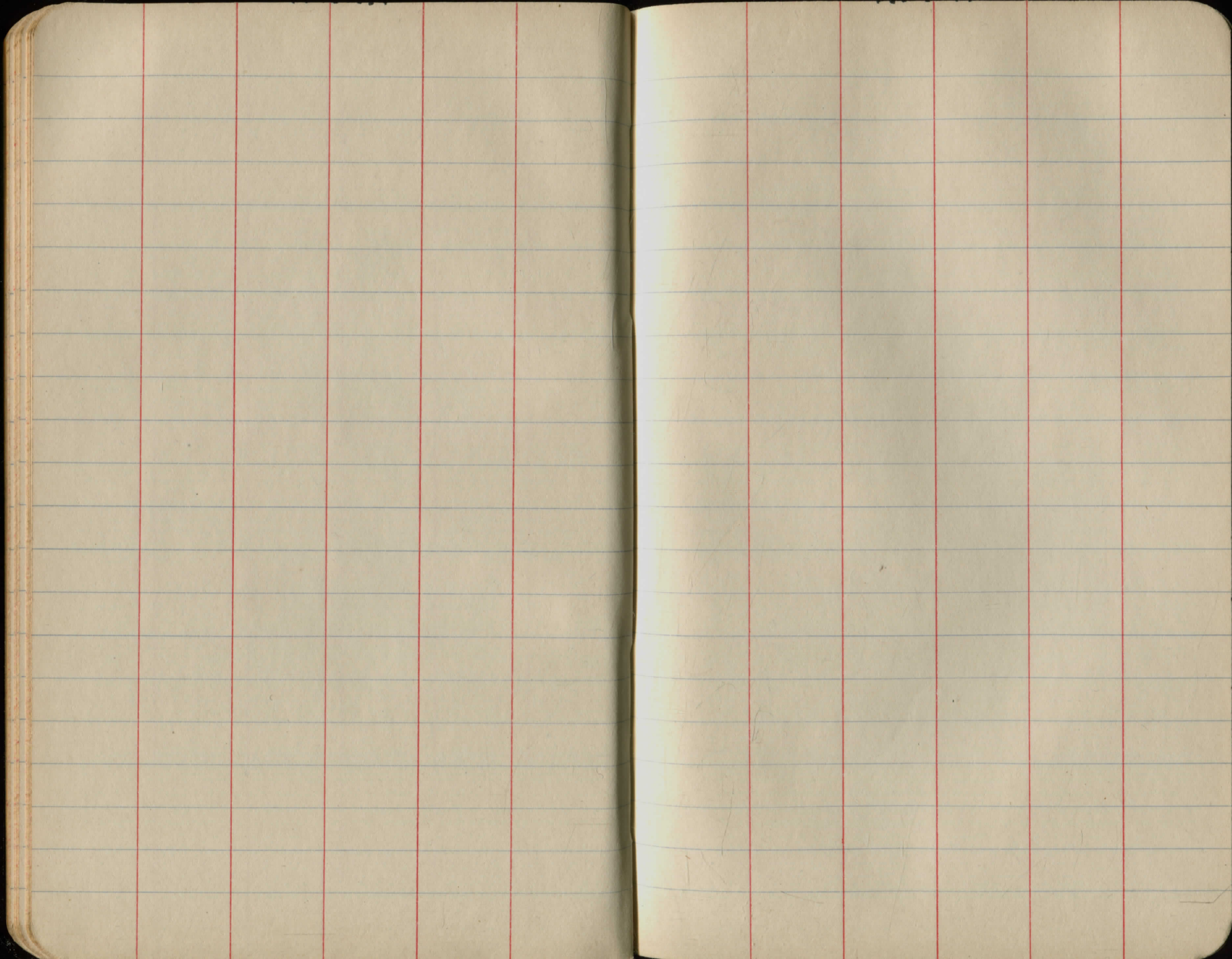


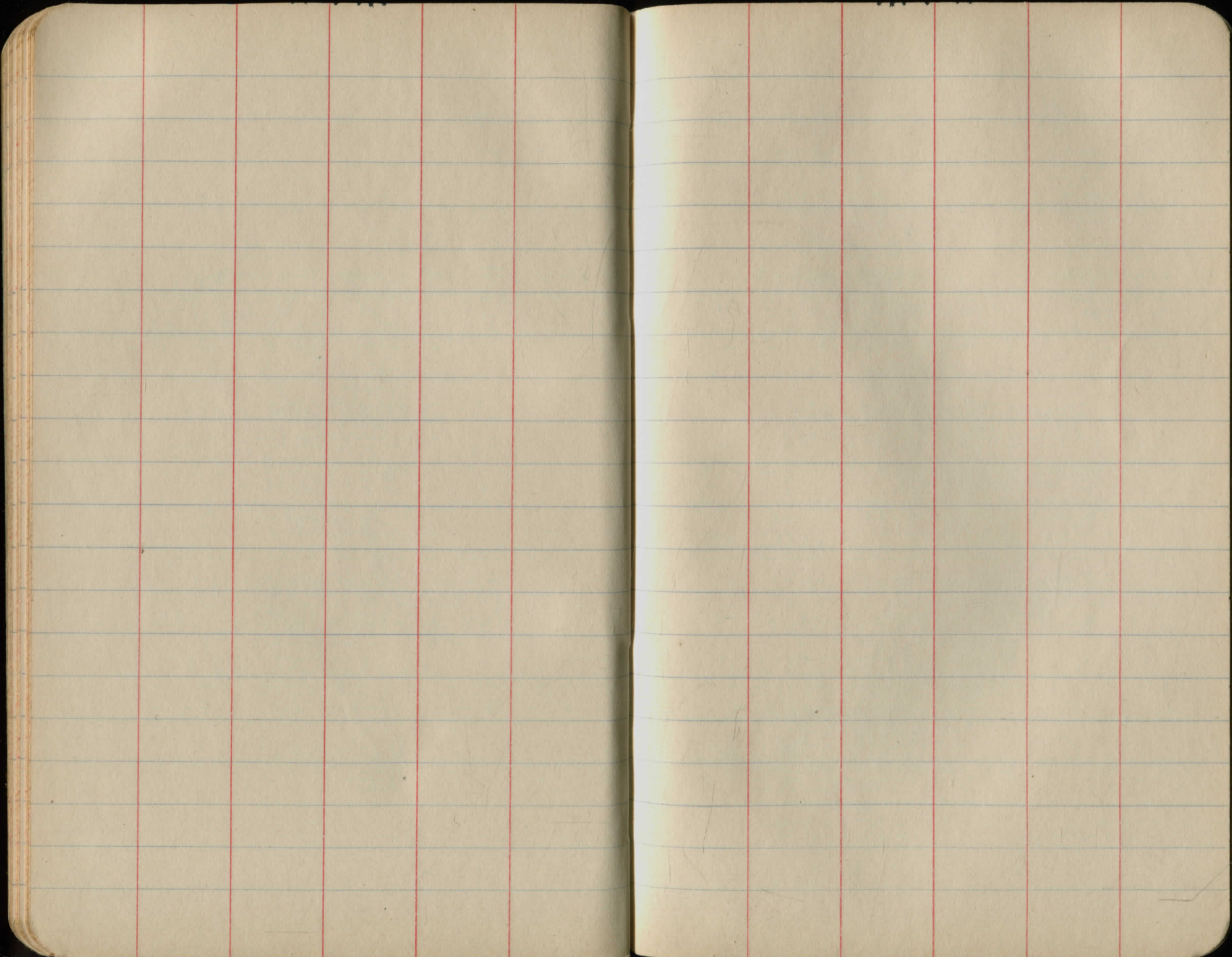


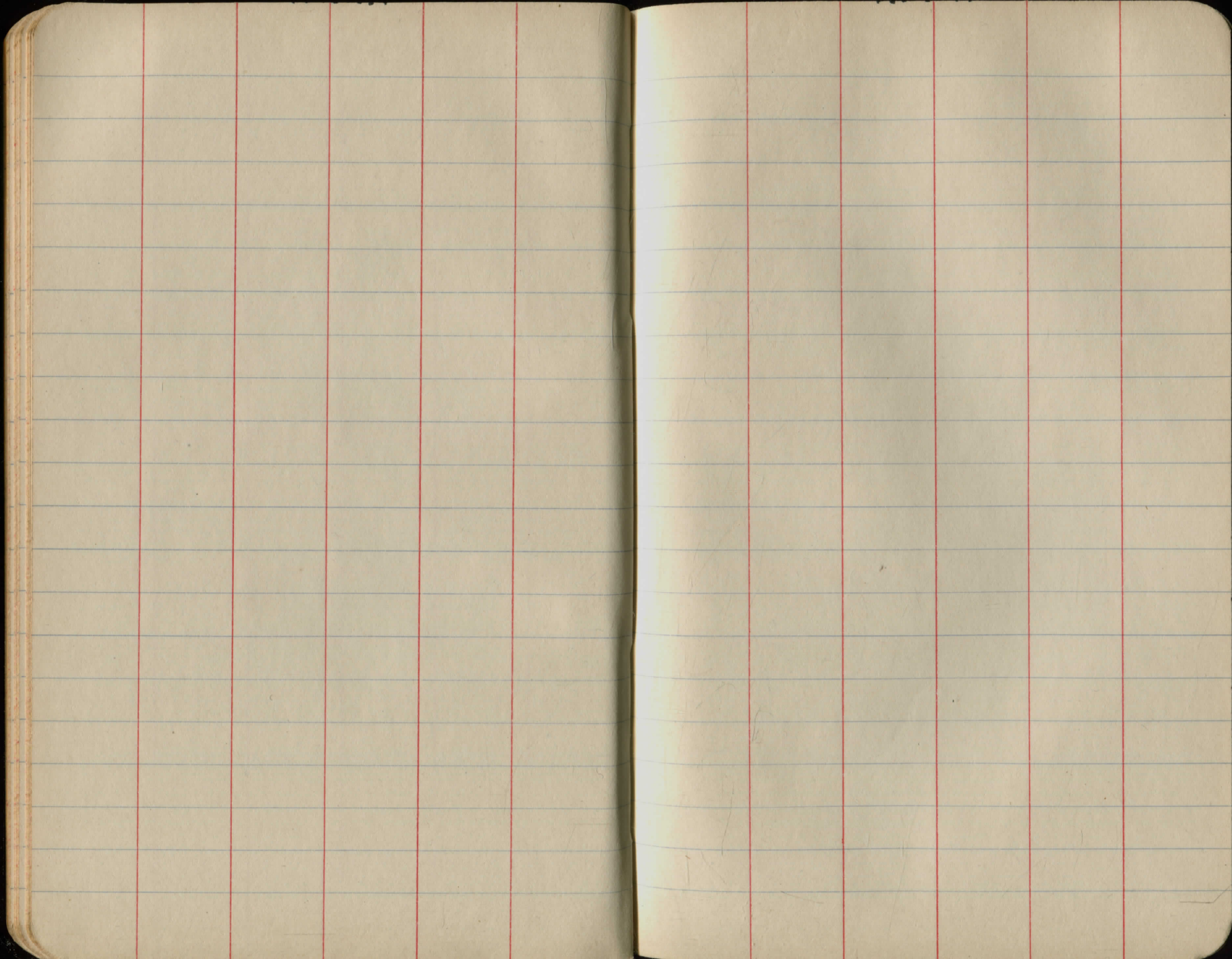


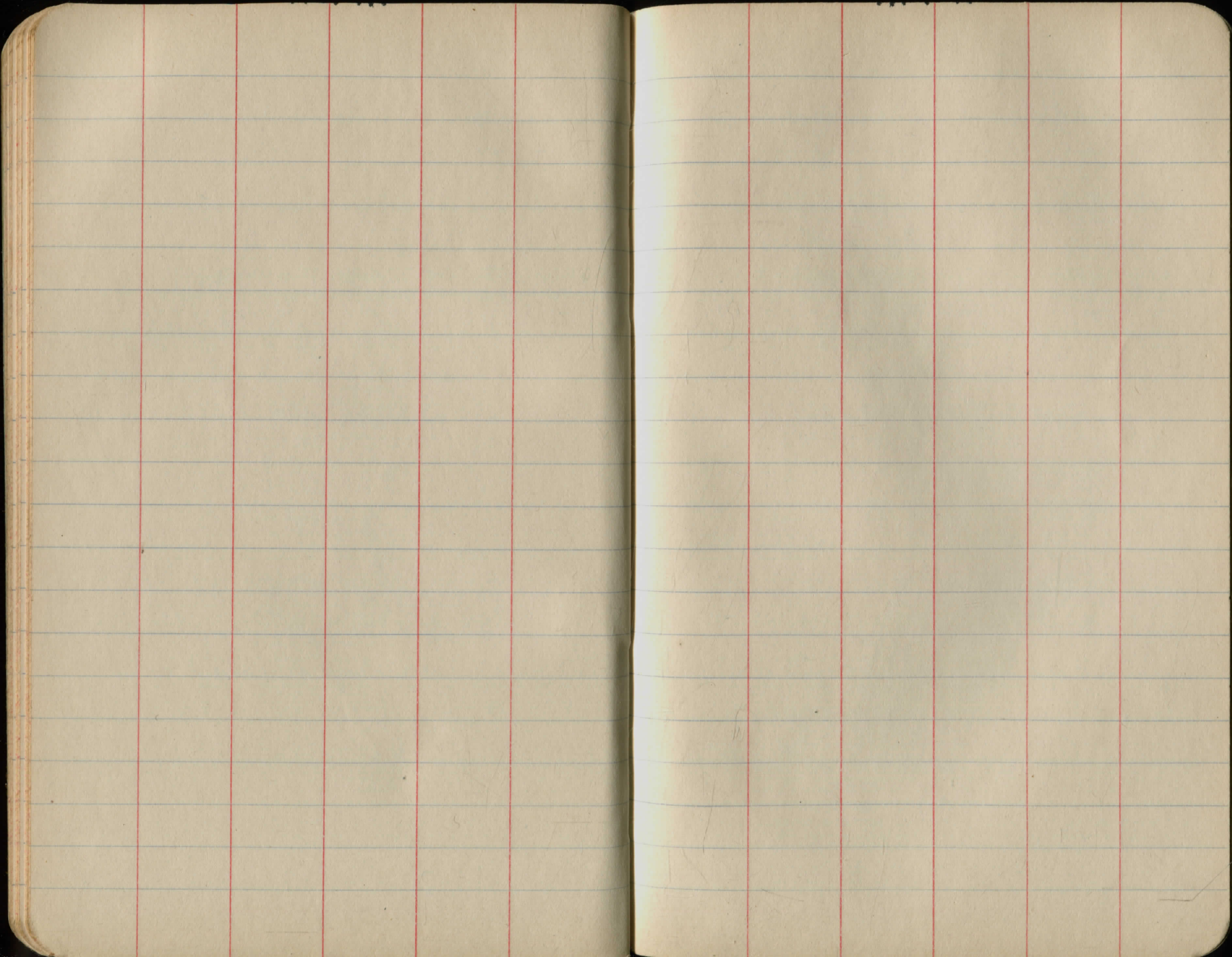


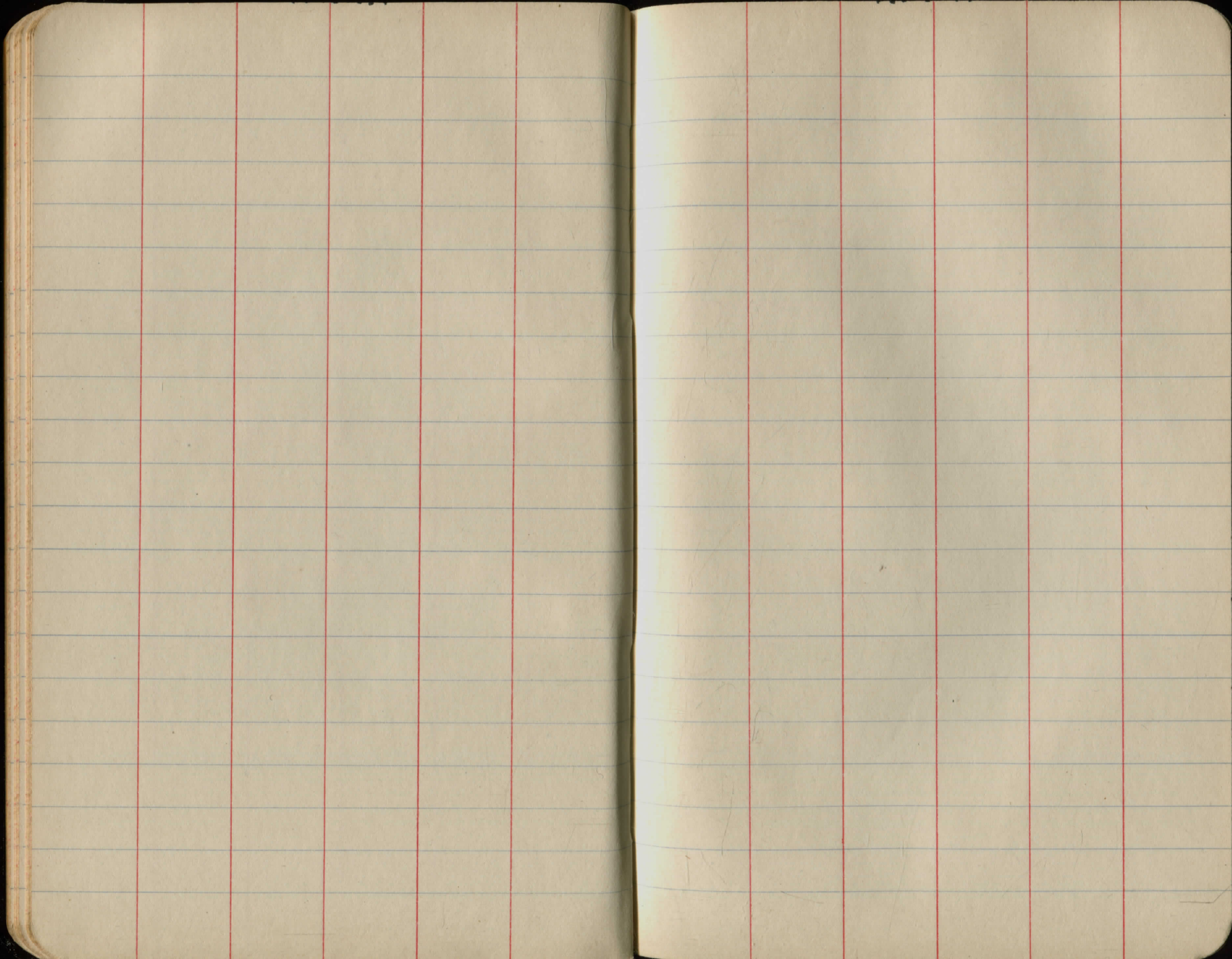


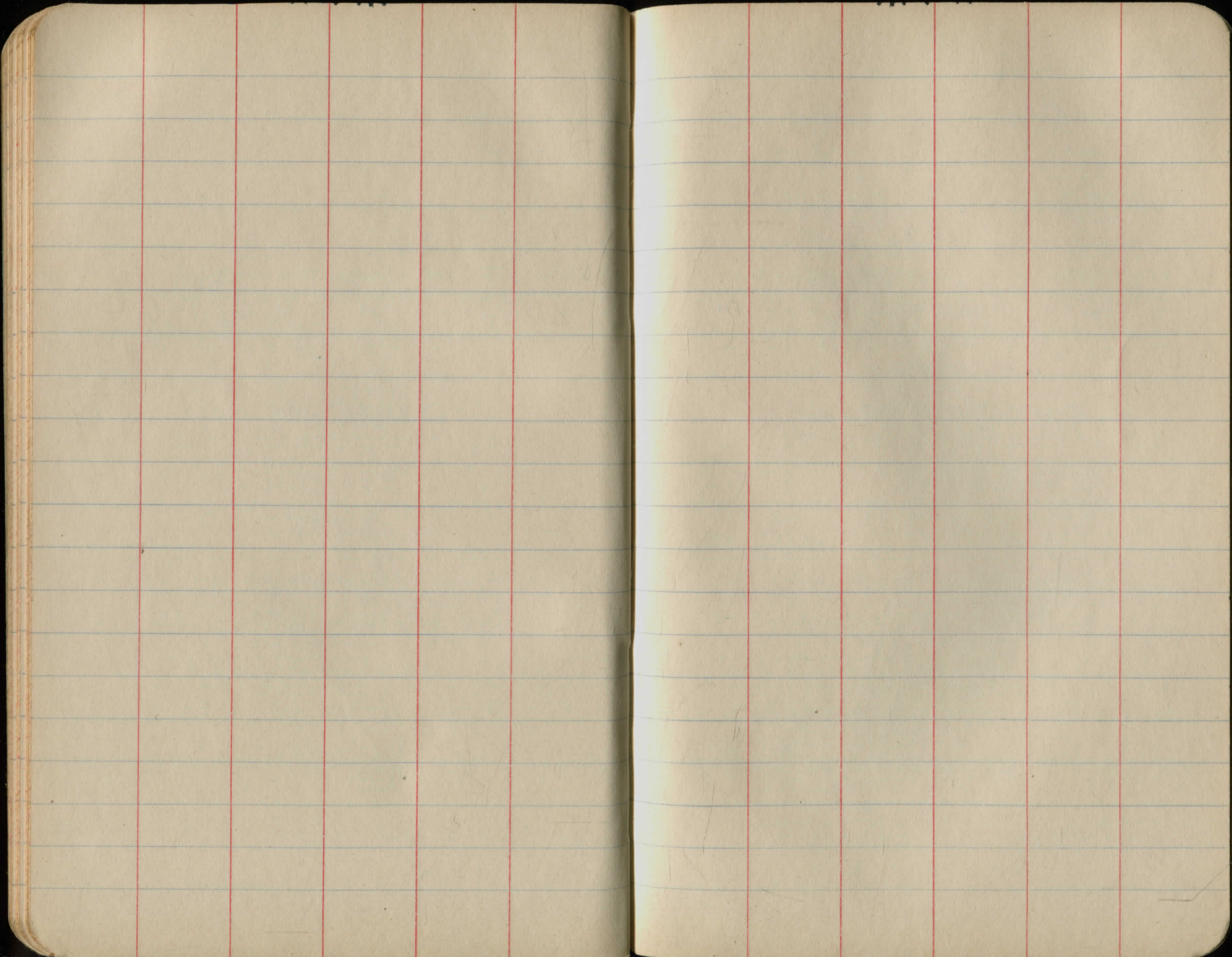


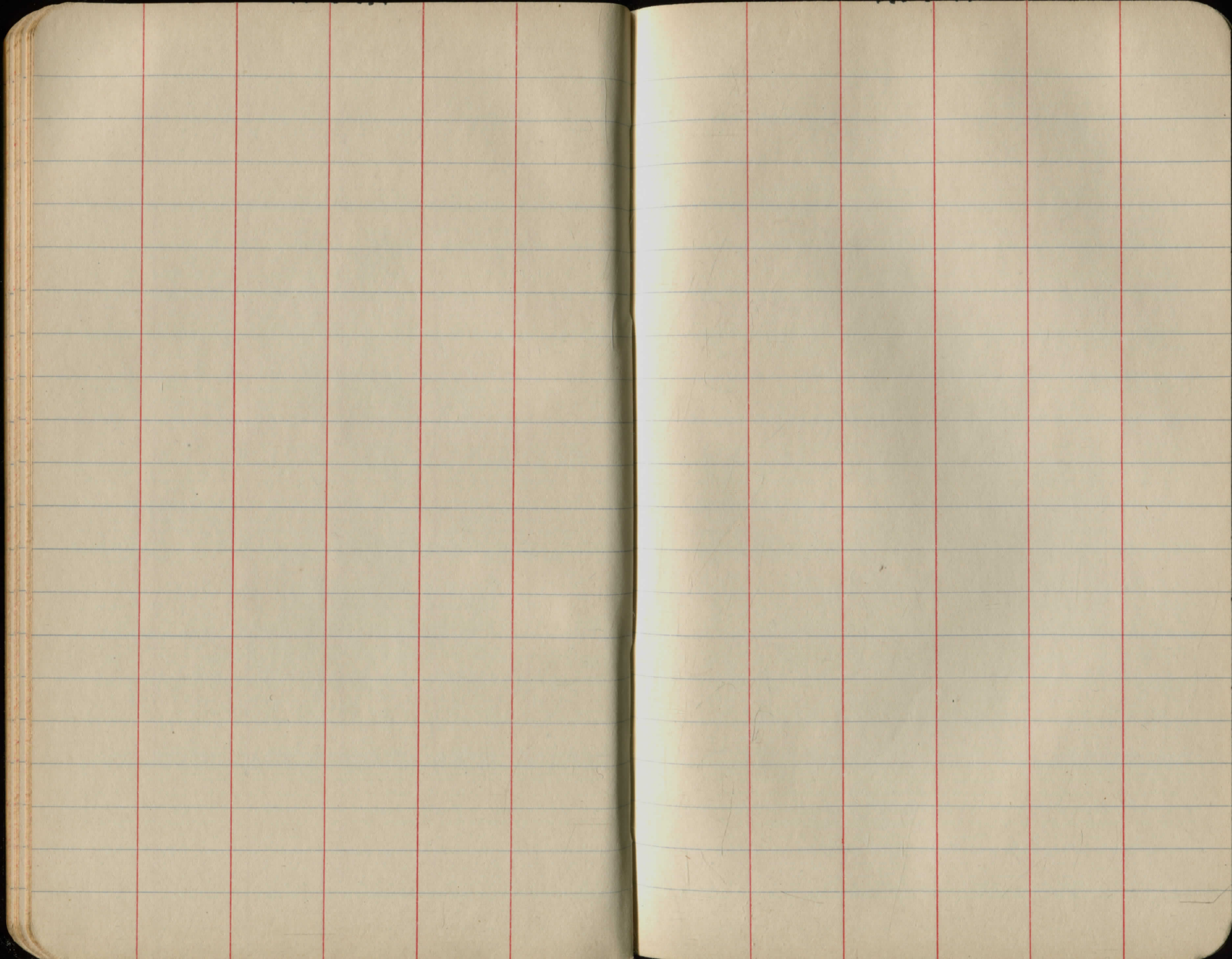


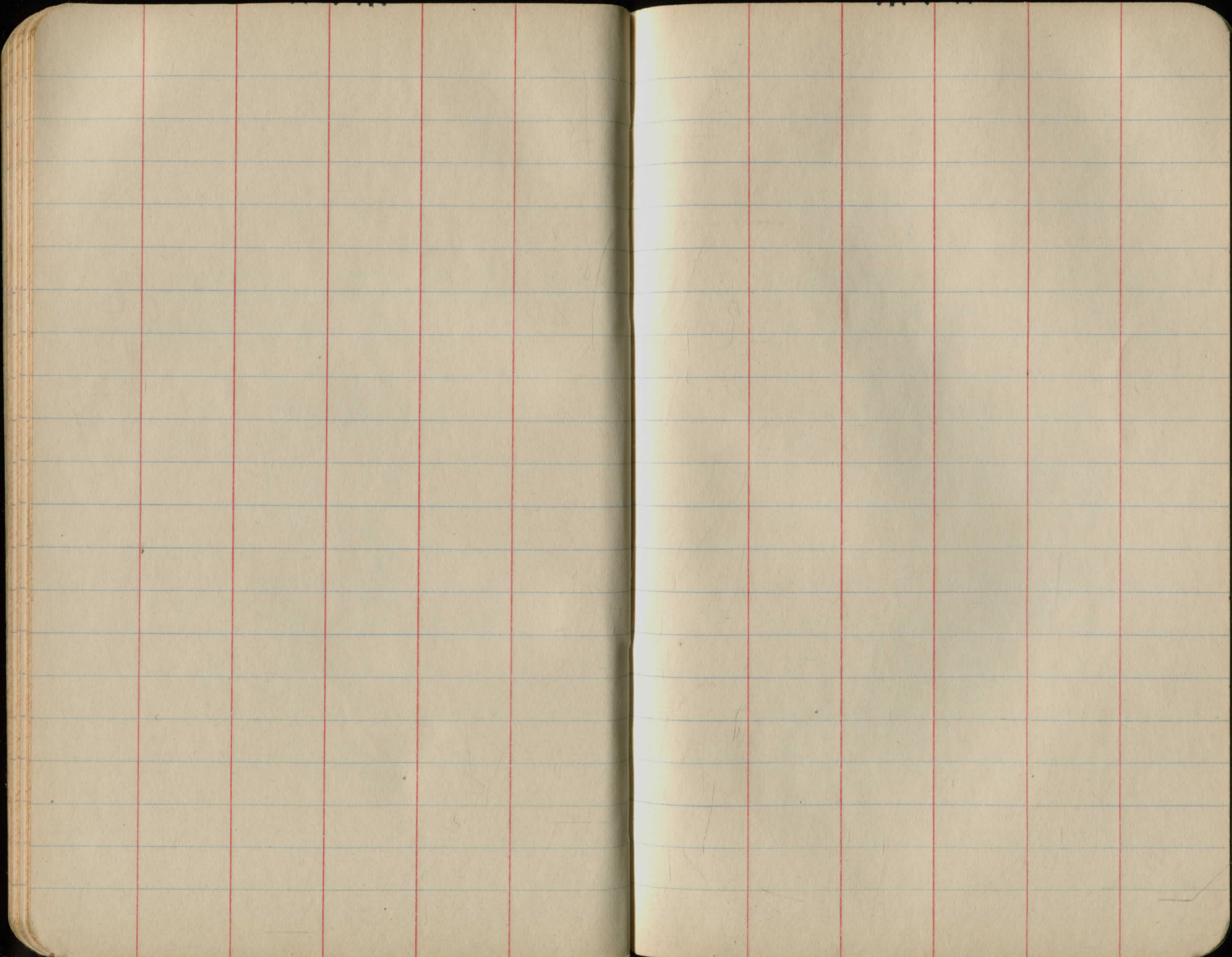


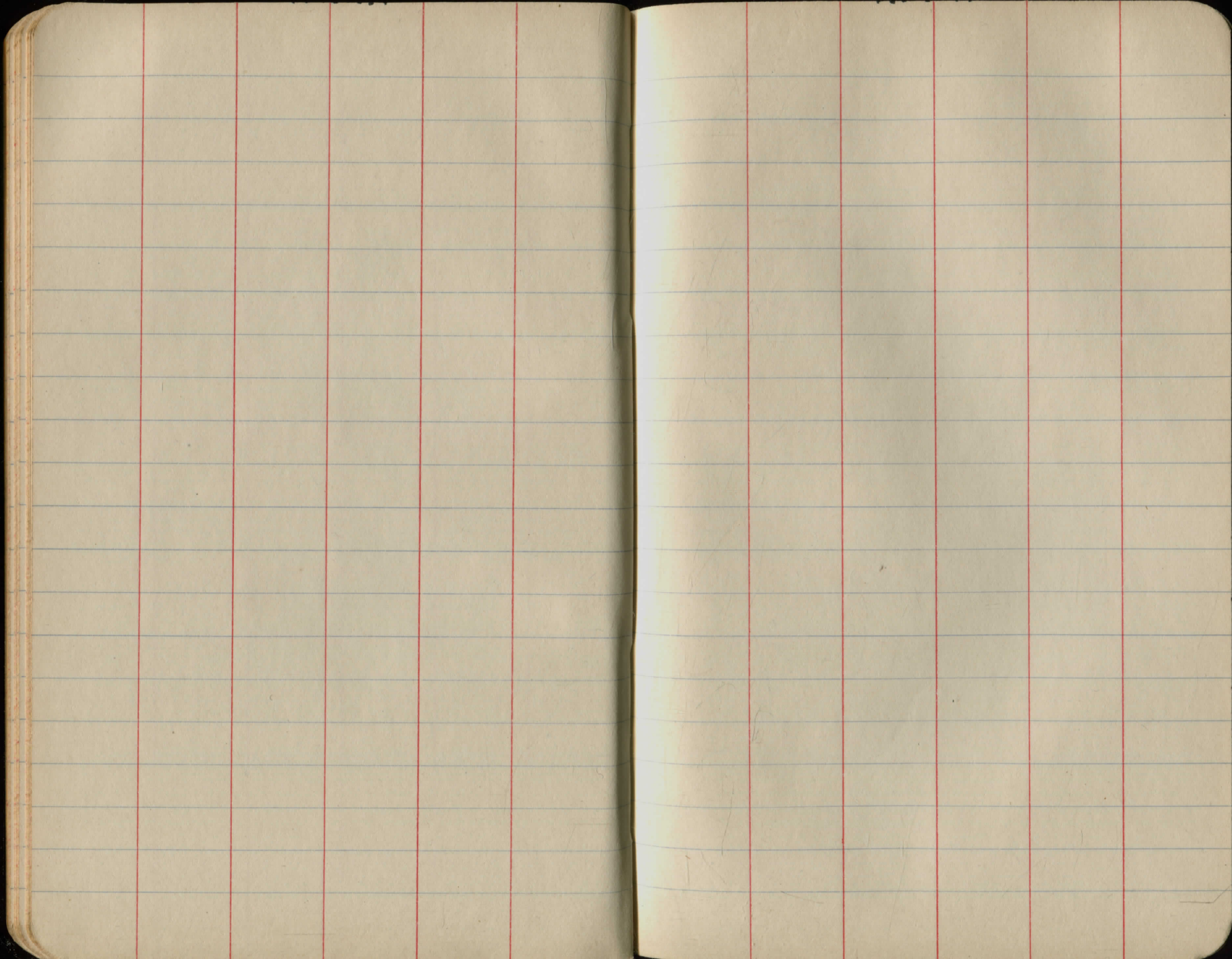


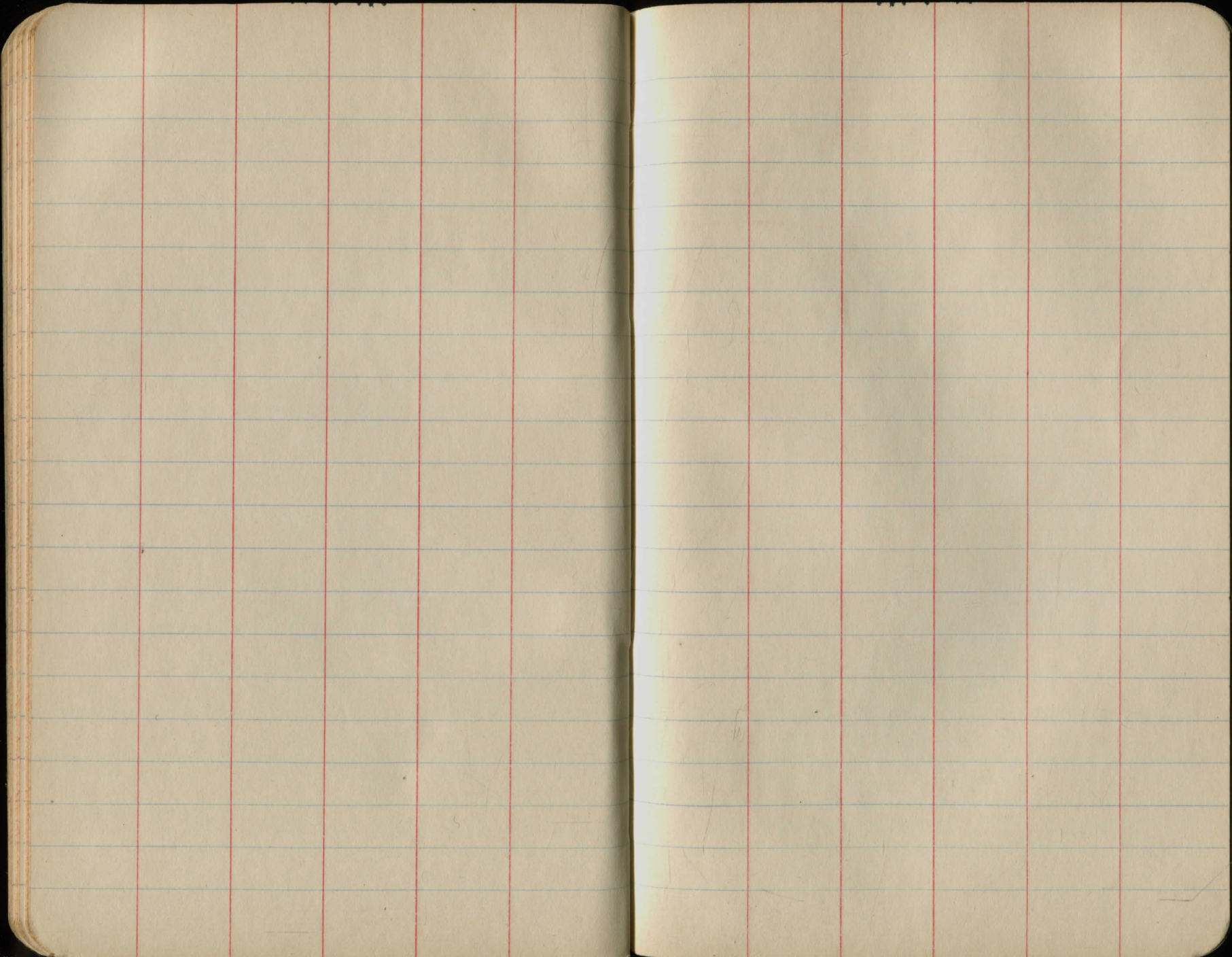


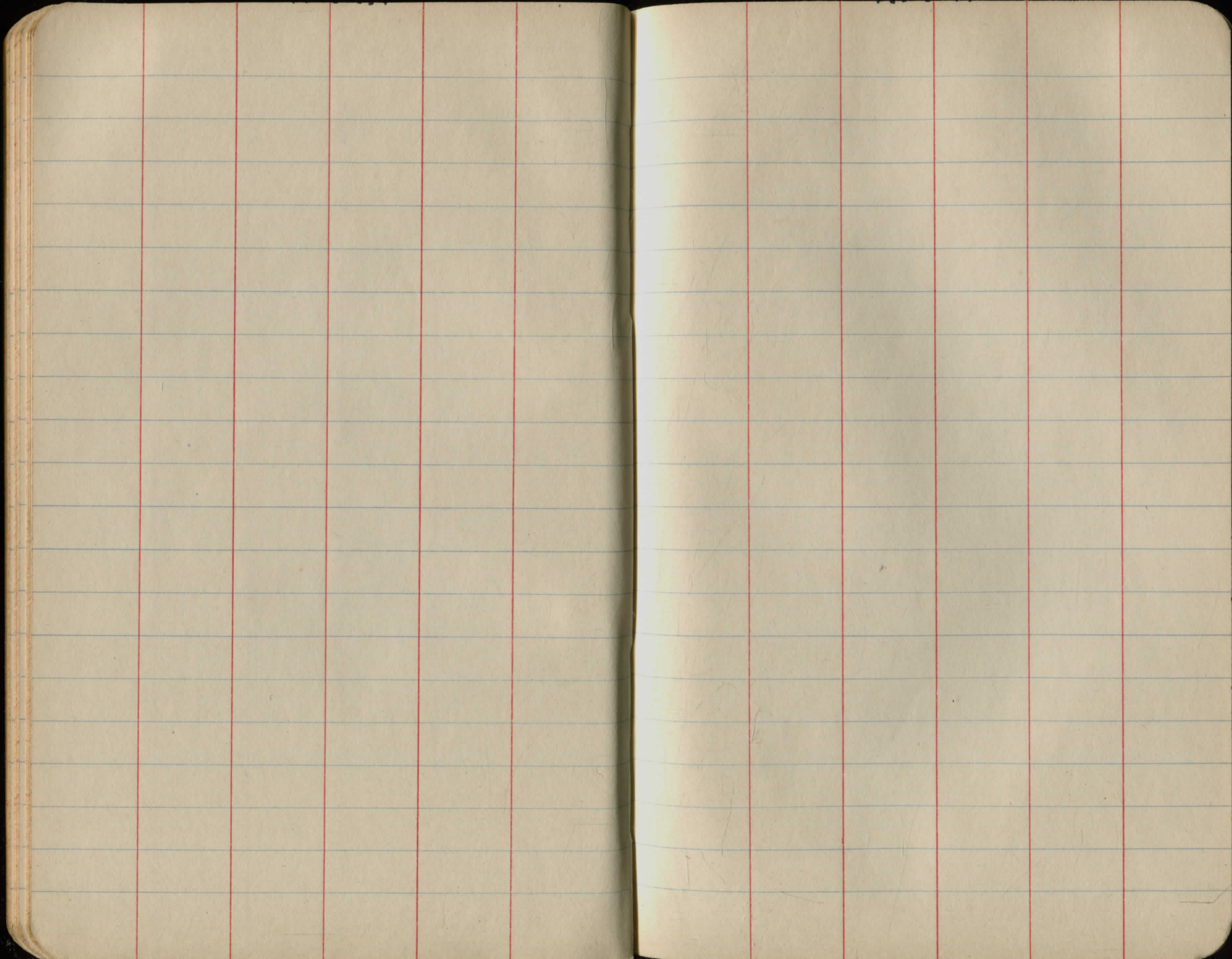


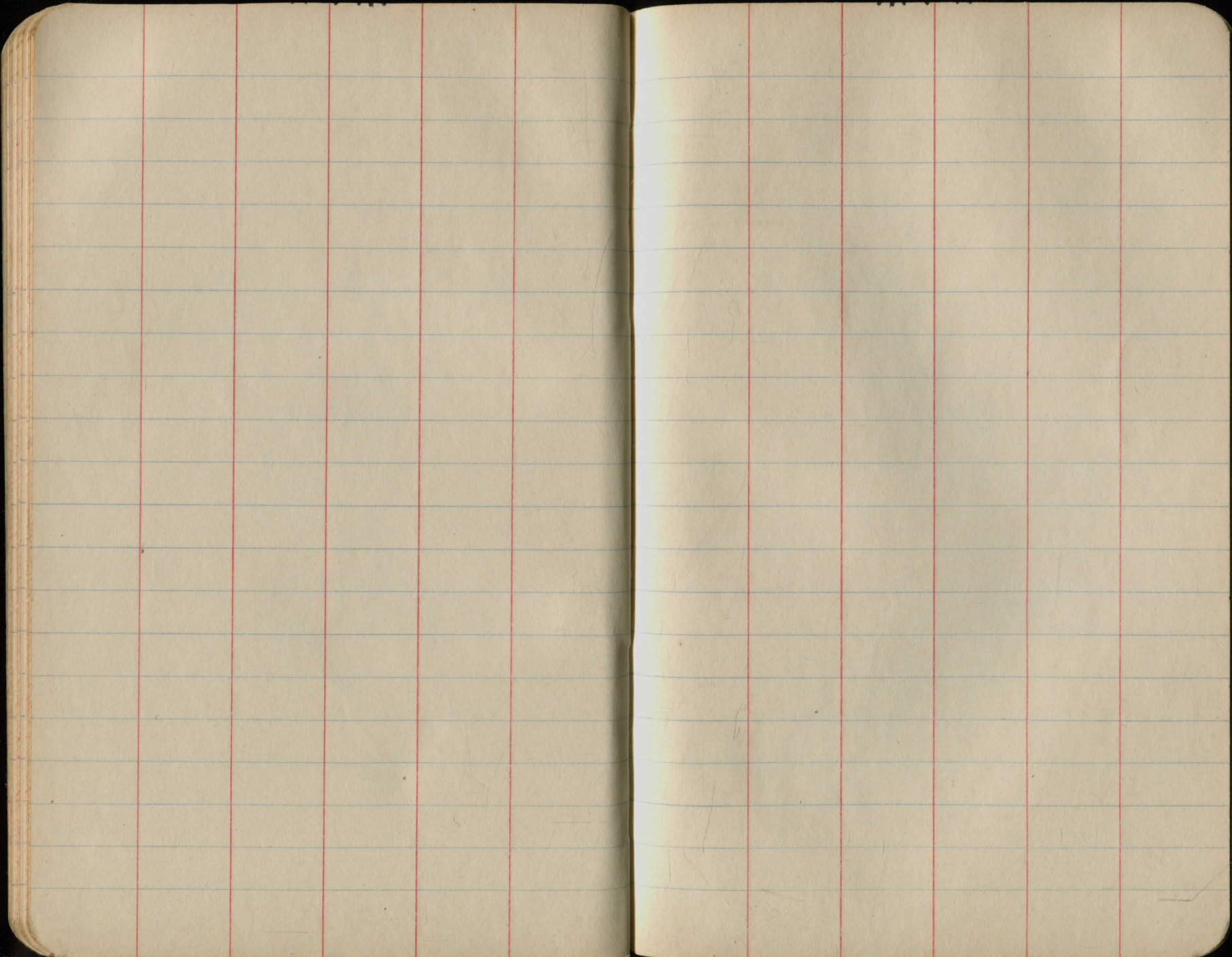


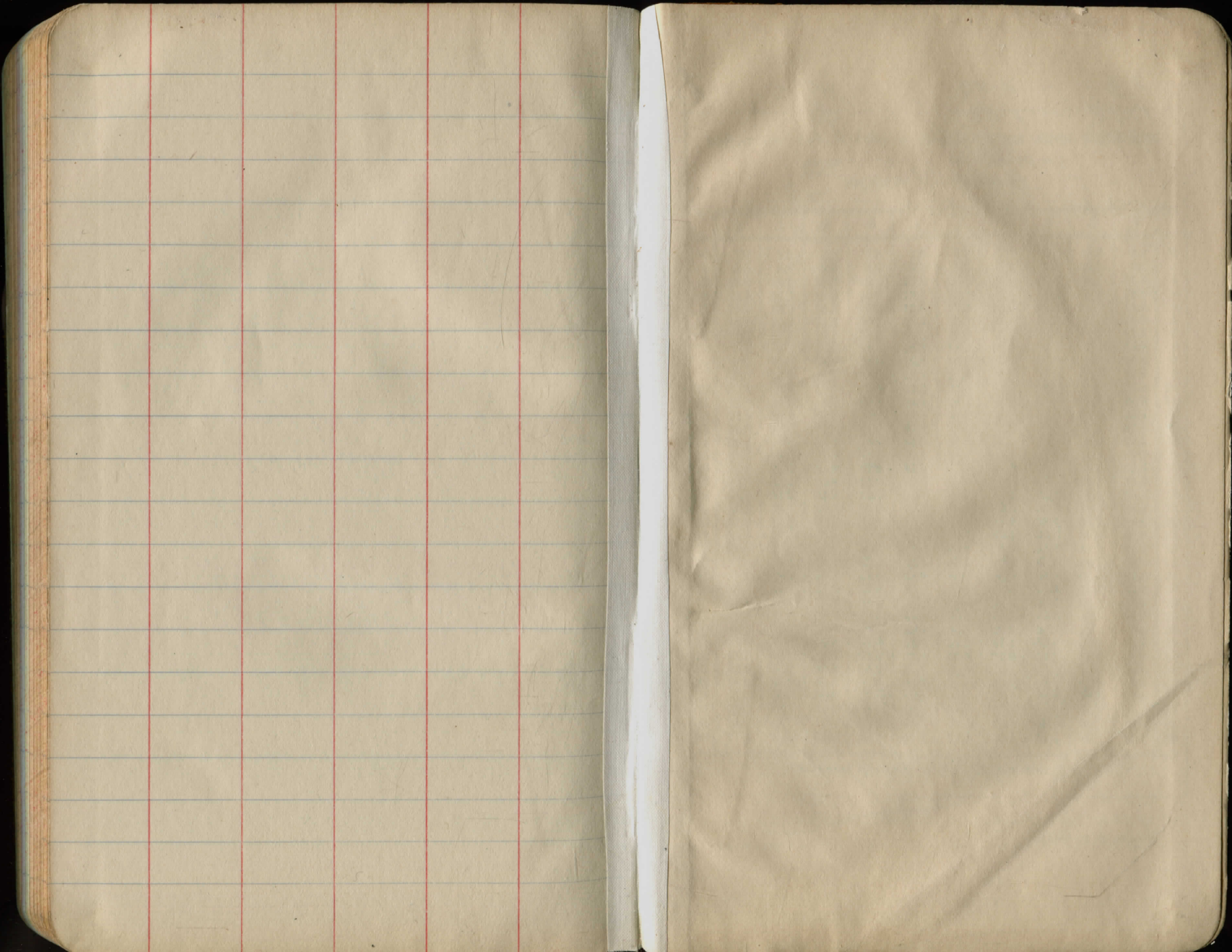












289 - 200  
 167 - 100  
 176 - 300  
 150 - 300  
 149 - 100  
 47-125 2800  
 46 - 100  
 3900

311  
 274366 + 172  
 21  
 196  
 182  
 76  
 59  
 22

1728  
 39  
 15552  
 5184  
 673.92

8790000  
 19850  
 8770150

123  
 1637  
 1203  
 1264  
 1133  
 1305  
 1156  
 1691  
 160  
 1827  
 1353  
 1935  
 1631  
 1116

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1 1/2 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.

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