

THE RIVER & LOUISVILLE

PLATE 140

SECTION

NO. 1.

FIELD BOOK

380

C. J. White,  
Ass't. Highway Eng'r

109

# 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.

FOR KEITH'S RAILROAD CURVE TABLES SEE END OF BOOK.

X-sections

Pine River - Remer Line.

*[Handwritten signature]*  
1920.

$\frac{2.5}{.05}$   
 $\frac{2.5}{.05}$

$\frac{2.10}{.05}$   
 $\frac{2.10}{.05}$

551450

Bm = 1337.07

225

$\frac{2.00}{.05}$   
 $\frac{100.00}{.05}$

$\frac{2.10}{.05}$   
 $\frac{2.10}{.05}$

$\frac{2.25}{.05}$   
 $\frac{2.25}{.05}$

$\frac{2.10}{.05}$   
 $\frac{2.10}{.05}$

$\frac{2.10}{.05}$   
 $\frac{2.10}{.05}$

$\frac{2.10}{.05}$   
 $\frac{2.10}{.05}$


LEFAX FILING INDEX

**File Under**  
Field Book #109

Notes.  
Swede Lake  
Revision  
Lounston

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PATENT OFFICE, PHILADELPHIA, PA.





- = Cut  
+ = Fill  
Δ = Ditch Cut.

# SECTION.

STA.	ELEVA.	GRADE	CUT OR FILL.								
			LEFT	C.	RIGHT						
26	50	91.9 new old 93.2	20.7	18	13	-0.4	00 00 -0.1 -1.0	9 12 18 21.0			
+50		94.1	41.7	00	00 00	20.15		19.7 12 00 10 12 19.5			
27	3.6	new 93.3 old 94.7	41.4	+0.3		+0.8	Δ0.6	19.4 12.5 +0.4 13.2 18.6			
+50		95.4	41.0	+0.5	+0.3	+1.1	Δ1.0	19.0 12.8 +0.3 3 13.7 19.0			
28	2.2	new 94.7 old 95.8	Δ1.5	00	+8.0000	-0.3	+0.5	Δ1.1	19.5 12 -0.3 2 12.8 19.1		
+50		96.1	Δ1.8	-0.3	-0.5	00	+0.2	Δ1.4	19.8 14 -0.5 2 10 12.3 19.4		
29	0.8	96.1	-0.2	-0.8	-0.9	00	+0.7	00	20.2 13 -0.9 3 12.0 20.0		
30	5.2	96.2	-0.7	-0.4	-0.9	-1.1	00	Δ2.0	20.7 18 12 -1.1 4 16 20.0		
+80		96.3	-0.5	-0.5	00	-0.9	-1.1	Δ1.9	20.5 19 18 12 -1.1 5 16 20.1		
31	5.1	96.3	-0.3	-0.2	01.7	-0.6	-0.7	Δ1.4	20.3 19 18 11 -0.7 5 12 17 19.8		
32	5.0	96.4	+15=00	Δ0.8	+1.5	+1.7	+1.1	+1.9	Δ0.6	18.8 14.2 10 +0.9 6 13 14.7 18 18.5	
33	4.9	96.5	+85=000	+2.3	+1.7	+1.4	+1.5	+2.2	+50=000	15.5 10 7 +1.4 6 15.3	
34	4.8	96.6	+3.1	+3.1	+2.4	+2.1	+2.8	+2.7	16.7 14 10 +2.1 8 14 16.1		
35	4.7	96.7	+65=000	Δ0.8	+1.5	+0.5	+0.5	+1.2	Δ0.8	18.8 14.2 9 +0.4 8 13.8 18.8	
36	4.6	96.8	Δ0.8	Δ0.8	Δ1.0	+1.4	+0.8		18.8 17 16 14.1 9 +0.5 10 14.1 18.5		
37	4.5	96.9	Δ1.8	0.6	+0.8	+0.3	+0.2	+0.7	Δ1.2	19.8 15 13.2 7 00 9 13.1 17 19.2	
+25		96.9	Δ1.5	+0.5	-0.2	-0.2	+0.2	Δ1.1	19.5 12.8 7 -0.5 9 12.3 19.1		
38	4.4	97.0	-0.4	00	+0.2	-0.5	-0.6	-0.4	00	20.4 19.6 17 12 7 5 10 12 17 20.6	
39	4.3	97.1	Δ0.8	+1.0	+0.2	-0.2	+0.2	+0.5	Δ1.3	18.8 13.5 8 -0.2 5 10 12.8 16 18 20.3	
40	5.0	97.2	-0.1	Δ1.6	+0.4	-0.1	-0.5	-0.1	+0.4	Δ1.3	20.1 19 12.6 8 -0.5 10 12.6 19 19 20.1
41	4.9	97.3	-0.3	Δ1.3	+0.7	-0.1	00	+0.6	Δ1.4	20.3 18 13.1 7 -0.4 10 12.9 17 18 20.2	

AREA'S		Cubic Yds.		Remarks
EXCAVATION	Embankment	Excav.	Embank.	
				BM. 1288.41 12.70
		0 1.1 94.1		TP 1301.11 3.92
		7.0	0 1.1 93.2	TP 1297.19 @ 31'
		7.0	5.7 95.4	TP 1301.11 4.50
			0 1.1 95.8	TP 1296.61 @ 31R
			5.7 95.4	TP 1300.68 4.07
			5.7	TP 1296.31 5.39
			6.4	TP 1301.70 4.75
			5.7	TP 1297.55 5.06
			5.3	TP 1302.61
			5.0	BM 1288.41 + 8.53
			4.9	TP 1296.94 0.80
			4.3	TP 1296.14 5.22
			4.3	TP 1301.36 4.91
			4.2	TP 1296.45 4.99
			4.1	TP 1301.44 4.33
			4.0	TP 1297.11 5.10
			4.9	TP 1302.21
			4.8	1294.6
			4.8	93.5
			4.7	
			4.6	
			4.5	30 03
			5.3	1.7

Revised w/c new grade.