

CURTIS NOTES
Construction
NE RIVER-LONGVILLE
S.F.
Job No 2004

110

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.

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	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.

5159 1/2
37

+ 75
135
885
87.6
.9

33
29137
2:23
2:23
1.44
733
679
719
223
9.42
223
11.65
1200
223
11.78

34.22
31.59
2.63
30.82
34.22
31.59
2.63

8-1+36
-48

36.

488
-6
4958

3837
-453
4330

+988 - 43030
+50 - 3837
05 - 3337 ✓
+50 - 2837 ⊕
04 - 2337 ✓
+50 - 1837 ✓
03 - 1337 ⊕
+50 - 837 ✓
02 - 337 ✓
PC 04638 - 00

61
-37
36
10

36
-6
30

8954792 PC

96 - 0025

97 - 225

98 - 425

898+542 PT 5030

208
-12
416
-208
2496

242
-12
1084
-542
6507

11
-25
10

4-5
65
-30

5444
-2722

Δ 8700'

20°C CT

P.I. 904+36.0

PC 901+63.8

PT 05+98.8

ST 272.2

LC 435.0

870
-435

904+360
-2722
01+638
-4350
5+988

Sta.	+ or - S.	π	Elev.	Grade	Grade Rod.
B.M.	+5.20	05.20	1300.00		
T.P.	-4.20		01.00		
	+6.10	07.10			
175			01.3	01.30	5.8

L C R 2

$\frac{5.7}{30}$	$\frac{7.9}{28}$	$\frac{7.9}{15}$	$\frac{5.8}{12}$	5.8	$\frac{5.8}{12}$	$\frac{7.8}{15}$	$\frac{7.9}{28}$	$\frac{5.6}{30}$
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O	+	T	-	Rod.	Elev.
B.M.	2.61	20.47			1317.86
I.P.			4.25		16.22
133				4.6	15.9
134				4.1	16.4
135				4.2	16.3
136				3.4	17.1
137				2.1	18.4
T.P.	6.77	25.85	1.39		19.08
138				6.0	19.9
139				5.3	20.6
140				5.1	20.8
141				4.2	21.7
142				4.2	21.7
143				3.6	22.3
144				3.6	22.3
145				3.6	22.3
T.P.	7.43	30.08	3.20		22.65
146				7.0	23.1
147				6.2	23.9
148				4.6	25.5
149				4.3	25.8
150				3.7	26.4
151				3.9	26.2
152				4.4	25.7
O +83-				4.6	25.5
T.P.	2.83	28.27	4.64		25.44

0.17 T.P.
on sec Cor I.P.

1317.86	
2.61	
1320.47	
4.25	
1316.22	
20.47	18.82
1.39	26
19.08	19.08
6.77	
25.85	25.59
3.20	26
22.65	25.85
7.43	22.39
30.08	26
4.64	22.65
25.44	18
2.83	26
28.27	14