PLANS SURVEY

CENTERVILLE ROAD

"S" Line (Old Road)

ROAD % Nº 2

"S" Line
Centerville Road.

Transit Notes
3 Pages

Old Road

R. E. Austin Transit
Skooglun } chain
Ruttenberg }
Cullen R. Flag
Walsh. Stake Artist

Proj. 23-03.

① 07. ℄ 4-12-23.

Ang. L Ang. R Calc Bear.

"S" line

10+06.4 ✓ E.C.

N24°-51'E

9+48.1 P.I 8°11'

8+89.5 ✓ B.C.

1+29.5 ✓ E.C.

N 33°-02'E

0+75.1 P.I. 33°02'

0.+15.9 ✓ B.C.

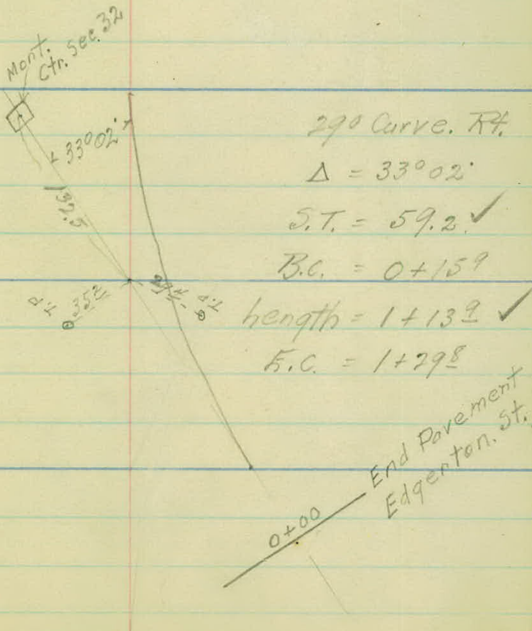
N0°-0'E (assumed)

0+00 { End. Pavement. Edgerton St. = Begining of "S" line

Sta.	Def.
8+89^{5}	0°00'
9+00	0°22'
10+00	3°52'
+06^{4}	4°05½'

7° Curve Left.
Δ = 8°11'
S.T. = 58.6 ✓
B.C. = 8+89^{5} ✓
Length = 1+16.9 ✓
E.C. = 10+06^{4}

Sta.	Def.
0+15^{9}	0°00'
+50	4°57'
1+00	12°12'
+29^{8}	16°31'



29° Curve. Rt.
Δ = 33°02'
S.T. = 59.2 ✓
B.C. = 0+15^{9}
Length = 1+13^{9} ✓
E.C. = 1+29^{8}

Ang h ℄ Ang. R.

"S" line
Centerville Rd.

14+23.8 ✓ E.C.

N37°-51'E

13+66.8 P.I 8°00' ✓

13+09.5 ✓ B.C.

11+31.0 ℄ R.R

N-4°-51'E

4-13-23

Sta.	Def.
13+09.5	0°00'
14+00	3°10'
14+23.8	4°00'

7° Curve. Rt.

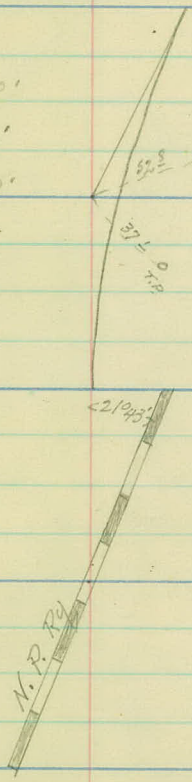
Δ = 8°00'

S.T. = 57.3 ✓

T.C. = 13+09.5

Length = 114.3 ✓

E.C. = 14+23.8



℄
Ang. L Ang. R

"S" line
Centerville Rd.

Equation { 21+30.9 "S" line
= 21+39.04 S.C. line

21+30.9 ✓ E.C.

N37°-21'E

19+06 P.I 4°30' ✓

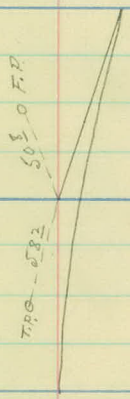
16+80.9 ✓ B.C.

N32°-51'E

"S" line.

Centerville. Rd.

Sta – Def.
16+80 ℄ – 0°00'
17+00 – 0°06'
18+00 – 0°36'
19+00 – 1°06'
20+00 – 1°36'
21+00 – 2°06'
+30 ℄ – 2°15'



1° Curve Rt.

Δ = 4°30'

S.T. = 225.13 ✓

B.C. = 16+80 ℄

length = 450' ✓

E.C. = 21+30 ℄

"S" line
Centerville Road.

Artificial Topography.

6 Pages

R.F. Austin. Notes.
Skoglund } chain.
Walsh }

0076

"S" line
Centerville Rd.

+16 Mail Box 17' L

19 : +14

3+00

30'

Small Tree

+55 T.R. 17' L

+45

30'

+50

+30 Tree 26' L

+09 Tree 31' L

+03 Entrance

2+00

+99 Mail Box 13' L

25'

+78 T.R. 15' L

+65 Tree 31' L

+50

Vasquez Blvd. +28

1+00

+84

15'

+79 Sign R. 31' L

+71 Sign R. 30' L

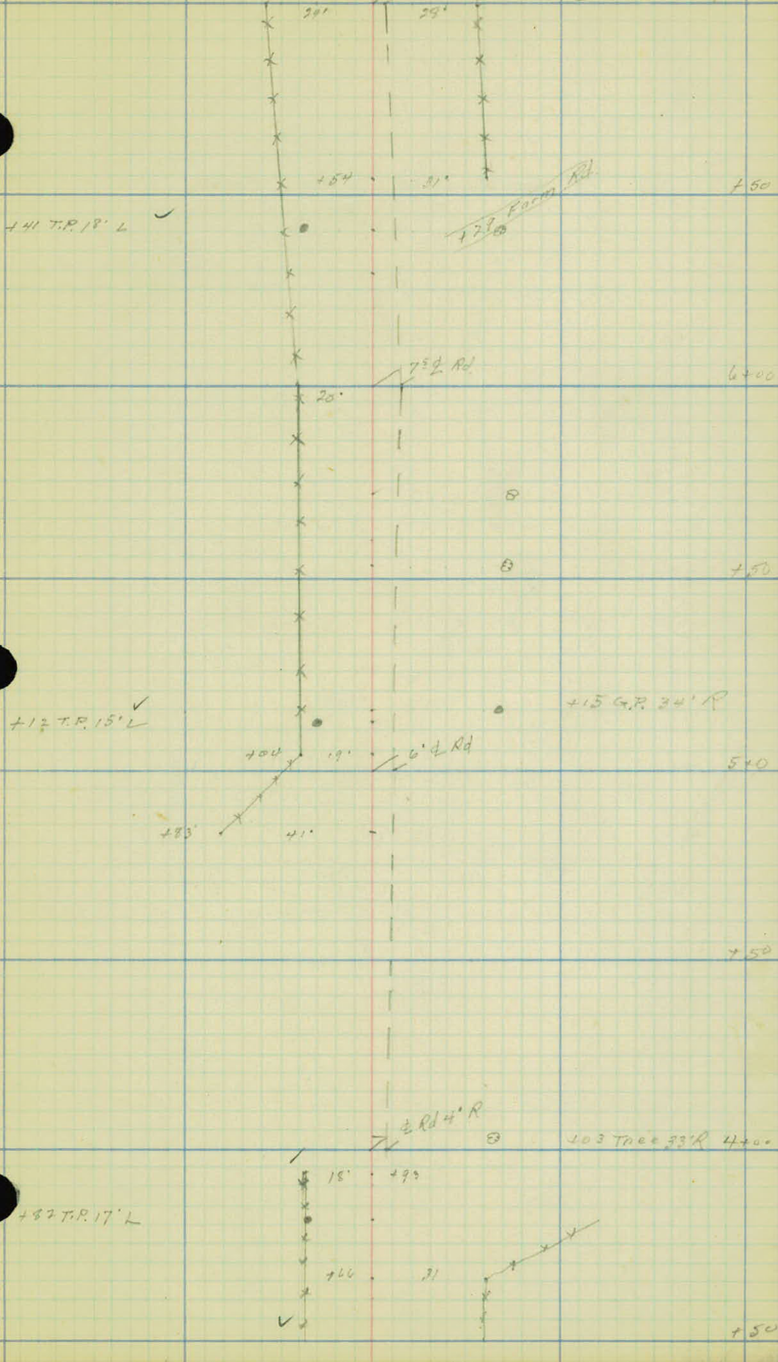
+68 Sign R. 12' R

+56 T.R. 42'

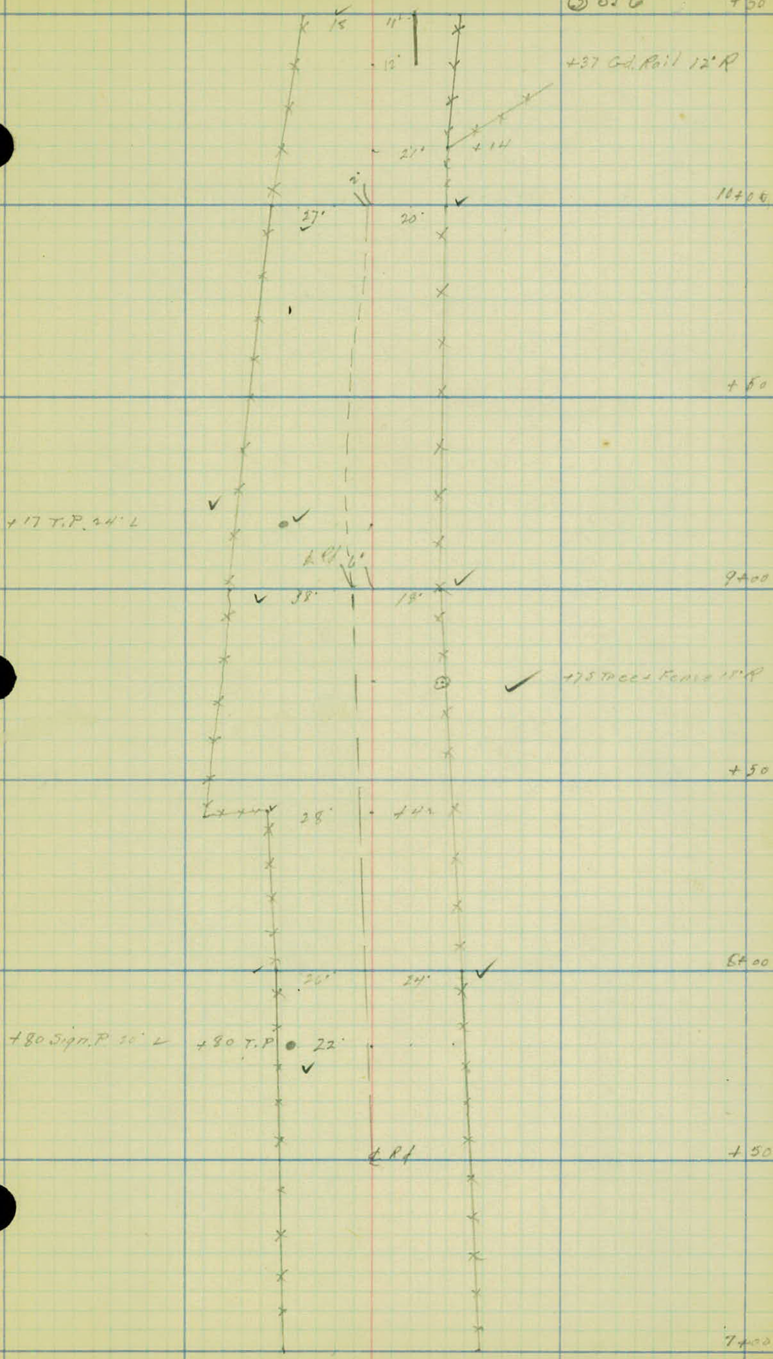
+58 T.R. 17' R

1+50

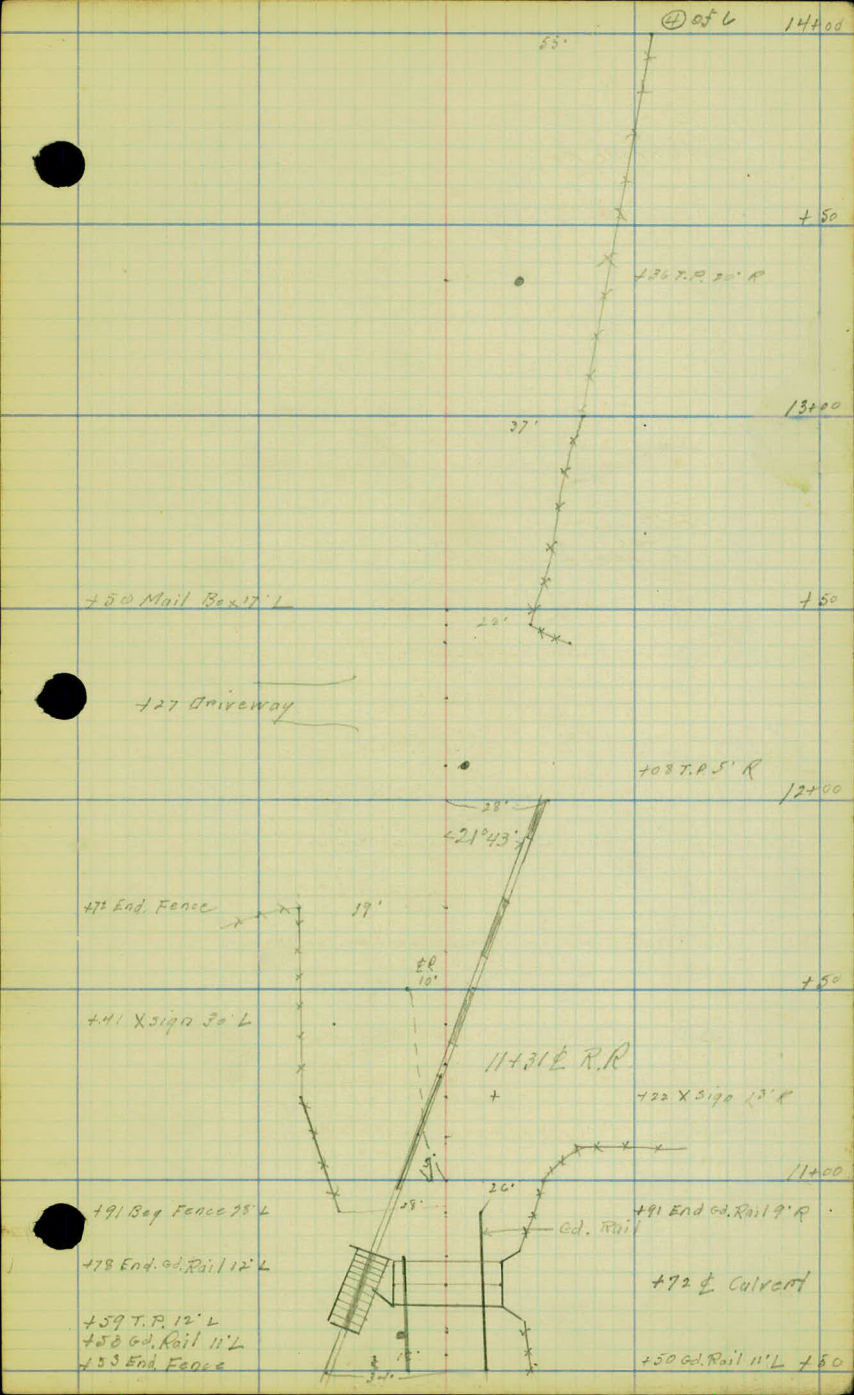
0+00


3' ℄ Rd
29'
28'
7+00
+54
31'
+50
+41 T.P. 18' L
+77 Farm Rd
7' ℄ Rd
6+00
20'
+50
+15 G.P. 34' R
+12 T.P. 15' L
+04
19'
6' ℄ Rd
5+0
+83'
41'
+50
℄ Rd 4' R
+03 Tree 33' R
4+00
18'
+93
+82 T.P. 17' L
+66
31
+50

"S" line
Centerville Rd


+50
+37 Gd. Rail 12' R
+14
10+00
+50
+17 T.P. 24' L
9+00
+50
8+00
+80 Sign. P 10' L
+80 T.P.
22'
+50
CL Rd
7+00

5" line
Centerville Rd.


Ⓓ of L
14+00
55'
+50
+36 T.P. 2' R
13+00
37'
+50 Mail Box 17' L
+50
22'
+27 Driveway
+08 T.P. 5' R
12+00
28'
21°43'
47' End Fence
19'
ER
10'
+50
+41 X Sign 30' L
11+31 ℄ R.R.
+22 X Sign 13' R
11+00
+91 Beg Fence 28' L
28'
26'
+91 End Gd. Rail 9' R
Gd. Rail
+78 End Gd. Rail 12' L
+72 ℄ Culvert
+59 T.P. 12' L
+58 Gd. Rail 11' L
+53 End Fence
+50 Gd. Rail 11' L
+50

"5" line
Centerville Rd.

(5) 074

+50

+22 T. P. 17° R

17° L Rd.

17+00

+50

11° L Rd.

16+00

+95 T. P. 22° R

+50

15+00

+72 T. P. 24° R

+50

+29 3½ L Rd.

+21 Driveway

14+00

"5" hose
Centerville Rd.

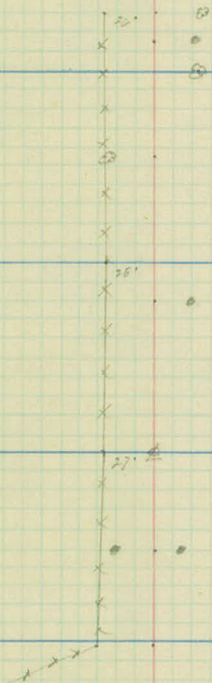
+30 Fence 26' L

+30 Tree 24' L

+15 T.P. 21' R

+00 Tree 23' L 21+00

+55 Tree 22' R



20+00

+80 T.P. 20' R

19+00

+50 Guy P. 20' L

+50 T.P. 15' R

18+00

+98 Bdy. Fence 31' L

17+00

"5" Line Levels

2 Sheets.

R.I.L. 4-14-23
W.M.

Proj 23-03.

"S" Line Levels Sheet #1 of 3

Station	B.S.	H.I.	F.S.	Rod	Elev
					220.00
	3.85	223.85			
0+00				4.85	219.00
0+15.9				4.6	219.2
+50				4.7	219.1
1+00				4.8	219.0
+29.8				4.2	219.6
2+00				4.0	219.8
3+00				4.0	219.8
4+00				3.8	220.0
5+00				3.8	220.0
			2.96		219.89
	3.49	223.38			
	1.34				
6+00				3.1	220.3
7+00				3.1	220.3
8+00				3.5	219.9
9+00				4.4	219.0
10+00				6.3	217.1
11+00				7.1	216.0
+33.4				7.29	216.09
12+00				6.5	216.8
13+00.				5.1	218.3
			3.71		219.67
	4.48	226.15	7.67	220.00	
			7.34	219.67	
			.33	.33	

B.M. Cherry Tree NE Cor Edgerton & Centerville Rds Elev 220.00

Top of Paving ℄ of Edgerton Road Elev 219.00

Top of North rail N.P. R.R.

B.M. Tele Pole 13+26 15'R Elev 219.66

"S" Line Levels Sheet #2 of 3

Station	B.S.	H.I	F.S.		
		226.15			
14+00				6.7	219.4
15+00				5.1	220.2
16+00				5.2	220.9
17+00				4.9	221.2
18+00				4.2	221.9
19+00				3.7	222.4
20+00				3.2	222.9
21+00				3.0	223.1
+ 30.9				3.78	223.37
	6.48 2.78 3.70				219.67 3.70

End of Line on spike

"5" Line Levels Sheet #3

"S" Line Culverts

1 Sheet

R.I.L.
W.M.
R.W.
J.C.
4-16-23

Station	L	℄	R
10+77	$-\frac{0.4}{15}$	216.4	$-\frac{0.4}{23}$

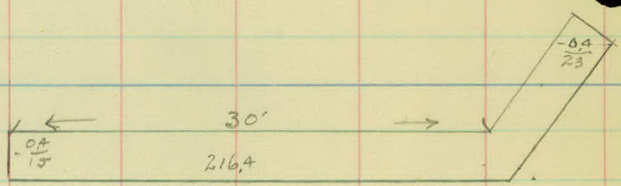
Top of South Bent

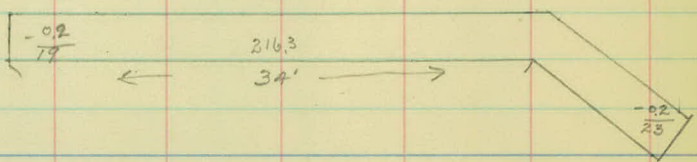
10+72 Creek Elevations

$\frac{2020}{19'}$	2029	$\frac{2028}{23'}$	$\frac{2039}{50'}$	

10+67	$\frac{0.2}{19}$	216.3	$-\frac{0.2}{23}$

Top of North Bent





"S" Line

Cross Section

4 Sheets

R.I.L.
W.M.
R.W.
J.C.
} 4-16-23

"5" Line Cross Sections

Station	Elev
6+00	220.3
5+00	220.0
4+00	220.0
3+00	219.8
2+00	219.8
+65	219.7
+59	219.7
+98	219.6
1+00	219.0
0+50	219.1
0+.159	219.2
0+00	219.0

Sheet #1 of 4

R | ℄ | L

-0.2/33 00/20 -0.8/15 -0.7/9 00/6 | ℄ of Rd +0.5/7 00/18 -1.2/23 -1.0/29 -0.3/33

-1.0/33 00/22 -0.5/12 -0.2/7 | ℄ of Cent Rd +0.5/7 +0.2/18 -1.3/24 -1.2/33

Driveway 00/33 -0.5/5 | 00/15 +0.2/16 -1.5/22 -1.0/33

-0.3/33 -0.6/16 -1.0/15 1.0/13 -0.3/10 | -0.3/13 -0.5/20 -0.5/33

+0.4/33 00/24 -0.3/18 1.3/16 -1.3/14 -0.3/12 | -0.3/10 -0.1/33 Driveway

-0.1/33 -0.9/20 -1.6/14 -1.8/17 -0.1/15 00/3

-2.2/33 -0.7/12 00/3 | -0.4/10 -1.0/17 -1.0/27 -0.2/29 -0.0/33

℄ of Edgerton

-1.5/37 00/3 | -0.2/10 00/14 -0.6/18 -0.6/26 00/28 +0.4/33

℄ Van Nais Rd

-0.5/33 -0.2/7 | 00/8 +0.3/10 -0.2/14 -0.2/22 00/24 +1.0/33

℄ of Centerville Rd

+0.5/33 +0.5/22 | -0.1/10 -0.4/11 -0.4/15 +0.5/17 +1.1/33

+0.2/33 00/17 | 00/15 -0.5/17 -0.5/20 +0.7/22 +0.9/33

+1.2/33 +0.6/25 -0.7/27 -0.7/30 +0.4/16 +0.4/11 | 00/10 +0.5/15 -0.6/18 -0.6/21 +0.8/34 +1.1/33

Sheet #2 of 4

"S" Line Cross Sections

Station	Elev
17+00	221.2
16+00	220.9
15+00	220.2
14+00	219.4
13+00	218.3
12+00	216.9
11+00	216.0
10+00	217.1
9+00	219.0
8+00	219.9
7+00	220.3

R ℄ L

+1.6/33 +1.2/24 +0.2/17 +0.0/15 0.0/10 | 0.0/12 -1.0/15 -1.2/19 -1.5/33

℄ of Rd

+1.3/33 +1.5/27 +0.8/19 -0.2/16 -0.2/9 | +0.1/2 -0.7/11 0.0/17 -1.3/33

℄ of Rd

+1.6/33 +1.4/24 0.0/16 -0.2/12 -0.1/9 | +0.3/5 0.0/14 0.0/19 -0.9/33

℄ of Rd

+1.3/33 0.0/21 -0.6/16 -0.6/13 -0.3/10 | +0.1/3 -0.4/15 -1.5/33

+2.5/33 +1.8/24 +0.7/20 -0.8/17 -0.6/14 -0.4/12 | -0.2/12 +0.2/18 -0.4/33

℄ of Rd ℄ of N.P.

+1.5/33 +0.8/27 -0.2/24 0.0/20 +0.6/8 | +0.5/5 0.0/9 +0.5/15 -1.1/18 -0.5/27 -0.5/28 -1.0/33

℄ of N.P. ℄ of Rd

-2.5/33 -0.1/25 0.0/18 0.0/4 | -0.1/5 -0.4/9 -0.7/12 -5.3/24 -6.2/33

℄ of R

-2.6/33 0.0/29 0.0/23 -0.3/21 -0.2/10 0.0/17 0.0/14 +0.3/5 | -0.2/9 -0.8/10 -0.8/15 +2.2/21 2.0/33

℄ of R

-0.6/33 -0.5/22 +0.3/19 +0.3/16 +0.6/7 | -0.1/5 -0.3/6 -0.3/8 -0.5/10 -0.4/14 +0.6/16 +0.7/33

+1.1/33 -0.4/33 -0.4/16 -0.7/22 -0.8/12 -0.8/16 -0.3/12 | 0.0/10 -0.5/12 -1.1/14 -1.1/16 -0.8/17 +0.6/24 -0.6/33

℄ of Rd

-0.4/33 0.0/20 -1.3/18 -1.3/15 -0.6/13 -0.6/11 +0.1/8 | +0.2/5 -0.3/14 -0.3/18 -1.3/20 1.3/22 +1.0/24 +1.0/33

"S" Line Cross Sections

Station	Elev
21+39.04 "SC" Line	
21+30.9 "S" Line	
+30.9	223.4
21+00	223.1
20+00	222.9
19+00	222.4
18+00	221.9

L ℄ R

℄ of Rd

+ 0.2/33 + 0.5/24 00/15 0.7/12 0.7/10 00/8 00/7 + 0.2/3 - 0.2/15 - 1.2/16 - 12/16 00/21 - 0.4/33

+ 0.6/33 + 0.2/23 + 0.4/16 1.0/11 - 1.0/10 - 0.2/9 - 0.2/8 ℄ of Rd + 0.1/3 - 0.6/15 - 1.0/16 - 1.0/17 00/20 - 0.4/33

+ 1.0/33 + 0.4/23 + 0.7/17 - 0.7/13 - 0.1/12 - 0.1/9 0.1/8 - 0.7/13 - 1.2/16 - 1.2/18 - 0.5/20 - 1.0/33

+ 0.5/33 + 1.0/26 + 0.7/22 - 0.7/18 - 0.7/16 - 0.2/13 - 0.1/11 - 0.7/11 - 12/13 - 1.2/15 - 0.5/16 - 1.2/33

+ 1.5/33 + 0.5/22 0.3/17 - 0.3/14 - 0.1/11 - 0.5/12 - 1.4/14 - 1.4/15 - 0.8/16 - 1.7/33