# ROADS AND PAVEMENTS DATA FORMS.

THE committee on roads and pavements of the Canadian Society of Civil Engineers has sent out to many highway and city engineers throughout Canada, a form requesting data concerning the construction of pavements. Following are the questions to which answers are requested:

### **General Information.**

Kind of Pavement? Month and Year of Construction? Province? County? City or Town? County? From? To? Name of street or road? Present address? Engineer to Municipality? Was work by contract or day labor? Bearing of street? Total width of street allowance? Width? Area in sq. yds.? Length of pavement? Grade of pavement, minimum? maximum? ordinary? Crown of pavement, minimum? maximum? Character of street, residential, manufacturing, business, etc.

Is pavement shaded or exposed?

Average daily traffic in terms of traffic schedule, before and after improvement?

Details of catch basins, if any? Cost of pavement per sq. yd., exclusive of subgrade, curb and gutter?

#### **Climatic Conditions.**

Summer temperature, maximum? minimum? average? Winter temperature, maximum? minimum? Average? Annual rainfall, inches? Annual snowfall, inches?

## Subgrade.

Subsoil? Crowned or flat? Watered or dry? What provision for drainage of subgrade? Were sewers, watermains, etc., laid before construction of pavement, and if so, for how long? Location of these with respect to pavement?

Location of these with respect to pavement? Cost of preparing subgrade per sq. yd. of finished pavement?

### Foundation.

Kind? Cost per sq. yd.? Materials, proportions and methods of applying? Thickness?

## Binder Course or Cushion.

Kind? Cost per sq. yd.? Materials, proportions and methods of applying? Thickness?

Surface Course.

Kind? Cost per sq. yd.? Materials, proportions and methods of applying? Thickness?

#### Top Dressing.

Kind? Cost per sq. yd.? Materials, proportions and methods of applying? Thickness?

### Curb.

Kind? Width? Depth? Cost per lineal foot? Materials, proportions, etc.?

## Gutter.

Kind?	Width	• Th	ick	ness?	Cost	per	lineal	foot?
Material	s, prop	ortions	, e	etc. ? '				
Dimens	sioned s	sketch	of	cross	section	of	paveme	ent,

photograph also desirable.

Another form is also being sent out to cover maintenance work. The questions on this form are as follows:

## **GENERAL INFORMATION**

## (for purposes of identification with previous reports.)

Province?	County?	City or 7	Cown?
Name of stre	et or road?	From?	To?
Kind of paver	ment?		
Period covere	d by this Repor	rt—From?	To?
Date of comp	letion of work?		
Date road was	s opened to traf	fic?	

Has the surface begun to disintegrate, if so what was the cause?

Has the surface become displaced in the form of ruts, waves, etc.?

Is the surface objectionably soft in hot weather? Is it objectionably slippery at any time, if so, under what conditions?

Has the surface shown undue wear next to curb or track allowance?

During what period covered by this report was the surface covered by snow or ice?

Has the surface been artificially watered?

Has the surface been cleaned, if so to what extent? Methods of repair?

Methods of maintenance?

Cost of repair per sq. yd.?

Cost of maintenance per sq. yd. of pavement?

Average daily traffic in terms of traffic schedule?

## TRAFFIC SCHEDULE.

A T the annual meeting of the Canadian Society of Civil Engineers in January, 1916, the following schedule for the description of traffic was adopted, as simple, comprehensive and adapted for universal use. Each class of traffic is designated by a letter and the degrees of traffic by a number. Combinations of one of the letters and any of the numbers representing degrees of traffic will therefore represent the amount of traffic of that class of vehicle. The sum of two or more of these combinations will then represent the total traffic on any road. The schedule is as follows:—

1. Horse drawn.	A. Light vehicles $\begin{cases} (1) & \text{Light-up to 100} \\ (2) & \text{Medium} - 100 \text{ to } 200 \\ (3) & \text{Heavy} - 200 \text{ upwards} \end{cases}$
steel tires	B. Heavy vehicles wagons, trucks (1) Light—up to 75 (2) Meuium—75 to 150 (3) Heavy-150 upwards
2. Self propelled,	$ \begin{pmatrix} C. Passenger \\ Automobiles \\ \end{pmatrix} \begin{pmatrix} (1) Light - up to 100 \\ (2) Medium - 100 to 400 \\ (3) Heavy - 400 to 800 \\ (4) Severe - 800 upwards \end{pmatrix} $
rubber tires	D. Motor trucks and buses $\begin{cases} (1) \text{ Light-up to 10} \\ (2) \text{ Medium-10 to 20} \\ 3_1 \text{ Heavy-20 upwards} \end{cases}$
3. Self propelled, steel tires	$\begin{cases} E. Steam lorries \\ and tractors \end{cases} \begin{cases} (1) Light-1 \\ (2) Medium-2 to 6 \\ (3) Heavy-6 upwards \end{cases}$

Example—The traffic on a road having 150 horsedrawn light vehicles, 80 horse-drawn heavy vehicles and 25 motor trucks, would be indicated by the expression  $A_2 + B_2 + D_3$ .

## RAILWAY EARNINGS.

The following are the railway earnings for the first two weeks of May :--

#### Canadian Pacific Railway.

May 7 May 14	1916. \$2,763,000 2,592,000	1915. \$1,594,000 1,604,000	+ \$1,169,000 + 988,000

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$\begin{array}{cccccccccccccccccccccccccccccccccccc$	54,330

# Canadian Northern Railway.

ay 14	ay ay	7 14	• •	\$	677,400 748,300	\$ 419,600 364,800	+\$++	257,8
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