



UNIVERSITY  
OF  
JOHANNESBURG

**PROGRAM** : BACHELOR OF ENGINEERING TECHNOLOGY

**SUBJECT** : SURVEYING B1

**CODE** : SURCIB1

**DATE** : SEMESTER-MAIN EXAMINATION  
22 November 2017  
(SECOND SESSION)

**DURATION** : (Y-PAPER) 12:30-15:30

**WEIGHT** : 40:60

**FULL MARKS** : 100

**TOTAL MARKS** : 100

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**EXAMINER** : MR. A. VESSAL

SAPSE NO

**MODERATOR** : MR. D. WILSON

FILE NO

**NUMBER OF PAGES** : 5 PAGES PLUS ANNEXURE

**INSTRUCTIONS** : CALCULATORS ARE PERMITTED (ONLY ONE PER STUDENT)

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**REQUIREMENTS** : GRAPH PAPERS, RULER

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Surname and Initial .....

Student # .....

**INSTRUCTIONS TO STUDENTS:**

1. ANSWER ALL QUESTIONS IN PEN NOT IN PENCIL
2. Show all your calculations to get a full mark
3. Return your test sheet with your answer sheet to the examiner

**QUESTION 1**

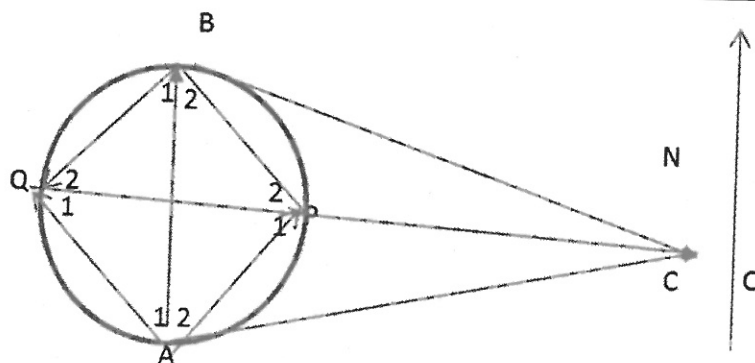
A falling gradient of  $1/30$  is to be connected to a rising gradient by means of a vertical parabolic curve. The stationing of PVI is  $1+460.000$  at the elevation  $550$  m A.M.S.L. The station of PVC (BVC) is at  $1+335.00$ . The design speed for SSD is  $100$  Km/hr. Determine the reduced level and chainage (station) of PVT(6), and Lowest point on the curve(10). The table for  $K_s$  is in Annexure 1.

[16]

**QUESTION 2**

A group of students has done the resection survey on campus to establish a control point, P for future reference. The information are given in the following table and diagram. Determine the Coordinates of P. (Hint : You need to check if the Bearing QC and QP are the same to get a full mark).

|   | Eastings | Northings |      |             |
|---|----------|-----------|------|-------------|
| A | 2400     | 7900      | APC= | $130^\circ$ |
| B | 2400     | 7710      | BPC= | $140^\circ$ |
| C | 2200     | 7805      |      |             |



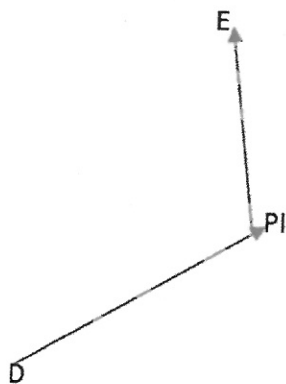
[32]

**QUESTION 3**

A Horizontal curve is designed for a small highway for the following information .Determine the followings:

- 1) Coordinates of BC and EC (12).
- 2) Design this curve using the table to calculate all deflection angles, offset angles and chords for the 150 m change interval. (16)

|                                |      |                |                   |           |
|--------------------------------|------|----------------|-------------------|-----------|
| Distance Peg D to BC chainage= |      | 42.6794279578m | PI chainage=      | 988.5000  |
| D                              | 4515 | 8770           |                   |           |
| PI                             | 4295 | 8770           |                   |           |
| E                              | 4150 | 8610           | Join Bearing PI-E | 222.11.04 |



| Chord # | Chainage | Curve Length | Chord Length | Offset angle<br>( $\alpha = (90 / \pi / R) \times \ell$ ) | Tangential angle | Tangential Chord=2Rsin(tangential angle) |
|---------|----------|--------------|--------------|---|------------------|--|
| BC(PC)  |          |              |              |   |                  |  |
| 1       |          |              |              |   |                  |  |
| 2       |          |              |              |   |                  |  |
| EC(PT)  |          |              |              |   |                  |  |

**QUESTION 4**

1. Plot the pegs for grid interval of 40 m using scale of 1:1000 (see the annexure for the data). (12)
2. Draw the contours with contour interval of 2 m (12)

**[24]****[TOTAL : 100 ]**

Equations

$$L \text{ (curve length)} = R \times \pi \times \Delta / 180$$

$$T = R \tan (\Delta/2)$$

$$\text{External Distance} = R (\sec \Delta/2 - 1)$$

$$LC \text{ (Long Chord) or } C = 2R \sin (\Delta/2)$$

$$M = R - R \cos \Delta/2 = R (1 - \cos \Delta/2) \quad Dc = (180 \times 100) / \pi / R = 5729.578 / R$$

$$\alpha = (90 / \pi / R) \times \ell \quad \text{for each } (\ell) \quad \text{Chord} = 2R \sin \alpha \quad \text{for each } (\ell)$$

$$a = (g_2 - g_1) / 2L$$

$$b = g_1$$

$$c = \text{elevation of PVC (BVC)}$$

$$Ks \text{ (rate of Sag vertical curve)} = L/A \quad A = \text{ABS}(G_2 - G_1)$$

$$L = \text{curve length}$$

$$X_L = -b/2a \quad \text{or} \quad X_L = Ks \times \text{ABS}(G_1)$$

| Metric                 |                                   |                                      |        | US Customary          |                                    |                                      |        |
|------------------------|-----------------------------------|--------------------------------------|--------|-----------------------|------------------------------------|--------------------------------------|--------|
| Design speed<br>(km/h) | Stopping sight<br>distance<br>(m) | Rate of vertical<br>curvature, $K^a$ |        | Design speed<br>(mph) | Stopping sight<br>distance<br>(ft) | Rate of vertical<br>curvature, $K^a$ |        |
|                        |                                   | Calculated                           | Design |                       |                                    | Calculated                           | Design |
| 20                     | 20                                | 2.1                                  | 3      | 15                    | 80                                 | 9.4                                  | 10     |
| 30                     | 35                                | 5.1                                  | 6      | 20                    | 115                                | 16.5                                 | 17     |
| 40                     | 50                                | 8.5                                  | 9      | 25                    | 155                                | 25.5                                 | 26     |
| 50                     | 65                                | 12.2                                 | 13     | 30                    | 200                                | 36.4                                 | 37     |
| 60                     | 85                                | 17.3                                 | 18     | 35                    | 250                                | 49.0                                 | 49     |
| 70                     | 105                               | 22.6                                 | 23     | 40                    | 305                                | 63.4                                 | 64     |
| 80                     | 130                               | 29.4                                 | 30     | 45                    | 360                                | 78.1                                 | 79     |
| 90                     | 160                               | 37.6                                 | 38     | 50                    | 425                                | 95.7                                 | 96     |
| 100                    | 185                               | 44.6                                 | 45     | 55                    | 495                                | 114.9                                | 115    |
| 110                    | 220                               | 54.4                                 | 55     | 60                    | 570                                | 135.7                                | 136    |
| 120                    | 250                               | 62.8                                 | 63     | 65                    | 645                                | 156.5                                | 157    |
| 130                    | 285                               | 72.7                                 | 73     | 70                    | 730                                | 180.3                                | 181    |
|                        |                                   |                                      |        | 75                    | 820                                | 205.6                                | 206    |
|                        |                                   |                                      |        | 80                    | 910                                | 231.0                                | 231    |

<sup>a</sup> Rate of vertical curvature,  $K$ , is the length of curve (m) per percent algebraic difference intersecting grades ( $A$ ).  $K = L/A$

**Exhibit 3-75. Design Controls for Sag Vertical Curves**

# ANNEXURE (Tacheometry)

Surname and Initial:

Student .No.:

Adjustment = Join Bearing- RO Observation TH = 1.7m IH = 1.60m Set up @ Peg D

Join Bearing Peg D to R.O. = 60.90488°

| PT      | Obs. HA   | Obs. VA | RD BR     | HD     | dY     | dX       | Y          | X           | Δ elev. | Elevation | Pts |
|---------|-----------|---------|-----------|--------|--------|----------|------------|-------------|---------|-----------|-----|
| Station |           |         |           |        |        |          | 92219      | 2896360     |         | 1534.9    | D   |
| D to RO | 150.56666 | 92.6    | 60.90488  | 47.25  | 41.288 | 22.976   | 92260.288  | 2896382.976 | -2.246  | 1532.6544 | E   |
| 1       | 259.1667  | 92.267  | 169.50492 | 85.063 | 15.494 | 83.64033 | 92234.4944 | 2896276.36  | -3.467  | 1531.4331 | 1   |
| 2       | 42.45     | 89.75   | 312.78822 | 48.09  | -35.29 | 32.66677 | 92183.7085 | 2896392.67  | 0.1098  | 1535.0098 | 2   |
| 3       | 72.45     | 91.283  | 342.78822 | 38.18  | -11.3  | 36.47061 | 92207.7022 | 2896396.47  | -0.955  | 1533.9447 | 3   |
| 4       | 210.2     | 86.9    | 120.53822 | 48.838 | 42.064 | 24.81544 | 92261.0641 | 2896335.18  |         |           | 4   |

Surname \_\_\_\_\_ Initial \_\_\_\_\_ Student # \_\_\_\_\_