1955

12

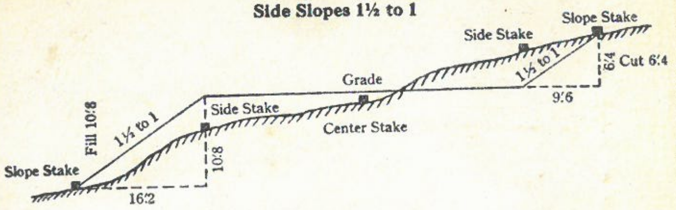
1955

ALACHUA
DIXIE
GILCHRIST
MARION
St. JOHNS
PUTNAM
VOLUSIA

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING

Roadway of any Width

Side Slopes 1½ to 1



In the figure above: Opposite 6 under "Cut or Fill" and under .4 read 9:6 the distance from the side stake to the slope stake at right. Opposite 10 under "Cut or Fill" and under .8 read 16:2, the distance from the side stake to the slope stake at the left.

Cut or Fill	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	Cut or Fill
	Distance out from Side or Shoulder Stake										
0	0.0	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.4	0
1	1.5	1.7	1.8	2.0	2.1	2.3	2.4	2.6	2.7	2.9	1
2	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1	4.2	4.4	2
3	4.5	4.7	4.8	5.0	5.1	5.3	5.4	5.6	5.7	5.9	3
4	6.0	6.2	6.3	6.5	6.6	6.8	6.9	7.1	7.2	7.4	4
5	7.5	7.7	7.8	8.0	8.1	8.3	8.4	8.6	8.7	8.9	5
6	9.0	9.2	9.3	9.5	9.6	9.8	9.9	10.1	10.2	10.4	6
7	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	7
8	12.0	12.2	12.3	12.5	12.6	12.8	12.9	13.1	13.2	13.4	8
9	13.5	13.7	13.8	14.0	14.1	14.3	14.4	14.6	14.7	14.9	9
10	15.0	15.2	15.3	15.5	15.6	15.8	15.9	16.1	16.2	16.4	10
11	16.5	16.7	16.8	17.0	17.1	17.3	17.4	17.6	17.7	17.9	11
12	18.0	18.2	18.3	18.5	18.6	18.8	18.9	19.1	19.2	19.4	12
13	19.5	19.7	19.8	20.0	20.1	20.3	20.4	20.6	20.7	20.9	13
14	21.0	21.2	21.3	21.5	21.6	21.8	21.9	22.1	22.2	22.4	14
15	22.5	22.7	22.8	23.0	23.1	23.3	23.4	23.6	23.7	23.9	15
16	24.0	24.2	24.3	24.5	24.6	24.8	24.9	25.1	25.2	25.4	16
17	25.5	25.7	25.8	26.0	26.1	26.3	26.4	26.6	26.7	26.9	17
18	27.0	27.2	27.3	27.5	27.6	27.8	27.9	28.1	28.2	28.4	18
19	28.5	28.7	28.8	29.0	29.1	29.3	29.4	29.6	29.7	29.9	19
20	30.0	30.2	30.3	30.5	30.6	30.8	30.9	31.1	31.2	31.4	20
21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

EUGENE DIETZGEN CO.

185

2-55

Property of Fla. Geological

Survey

Address Tallahassee

Phone

Emrich & Gould
1955

1956
DeBats & Sprowl

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

✓

Alachua County

Aug, 1955

Aug. 23, 1955 Alachua County

Sta.	B.S.	H.I	F.S.	Elev.
TBM.				161.31
TP1	2.26	163.57	8.74	154.83
TP2	1.97	15680	9.24	147.56
TP3	2.54	150.10	2.51	147.59
TP4	7.91	155.50	1.19	154.31
TP5	10.77	165.08	0.49	164.59
TP6	10.32	174.91	1.60	173.31
TP7	6.05	179.36	5.15	174.21
W3588	5.17	179.38	5.43	173.95
TP8	5.32	179.27	4.86	174.41
TP9	6.14	180.55	5.29	175.26
TP10	1.02	176.28	9.48	166.80
TP11	0.36	167.16	11.75	155.41
TP12	1.90	157.31	7.66	149.65
TP13	3.42	153.07	5.03	148.04
TP14	9.39	157.43	1.78	155.65
TP15	8.02	163.67	2.15	161.52

Error of closure A = 0.21 ft.

Weather- Hot and clear

Remarks

Railroad spike in base of 12" gum tree, about 40 ft W of center line of road leading to Horticular Sta. and 0.4 mi N of Mill Hopper Road.
Supplied by: Mr. Katahendry, Surveyo
Un. of Fla.
N on dirt road to Station for 0.4 mi

Well at Un. of Fla Horticular Sta.
S on dirt road

Aug 24, 1955 Putnan County Weather - Clear & Hot

Sta.	B.S.	HI	F.S.	Elev.	
BM				103.84	125 ft. S.W. of postoffice, 49 ft. E of the centerline of Fla HW. 315, In Johnson, Fla.
TP1	4.35	108.19	7.40	100.79	
TP2	.95	101.74	7.20	94.54	
TP3	0.88	95.42	12.00	83.42	
TP4	4.65	88.07	4.52	83.55	
TP5	6.50	90.05	5.69	84.36	
TP6	5.37	89.73	4.91	84.82	
TP7	5.17	89.99	4.19	85.80	
TP8	5.38	91.18	3.00	88.18	
TP9	7.85	96.03	6.58	89.45	
TP10	6.14	95.59	4.27	91.32	Turn S after 1.4 miles.
TP11	2.03	93.35	5.50	87.85	
TP12	4.30	92.15	5.40	86.75	
TP13	5.89	92.64	5.31	87.33	
TP14	11.33	98.66	4.15	94.51	
W	4.58	99.09	5.20	93.89	.8th miles from Fla H.W. 315 to W. of Mr Dewberry
TP15	5.16	99.05	3.20	95.85	
TP16	5.79	101.64	6.26	99.38	
TP17	4.17	103.55	7.39	96.16	
TP18	2.84	100.00	5.97	94.03	
TP19	2.31	97.34	6.63	90.71	
TP20	3.86	94.57	6.90	87.67	

87.67

Sta.	B.S.	H.I.	F.S.	Elev.
TP21	6.22	93.89	2.01	91.88
TP22	4.00	95.88	6.68	89.20
TP23	3.73	92.93	5.09	87.84
TP24	2.46	90.30	5.15	85.15
TP25	4.18	89.33	5.49	83.84
TP26	5.90	89.74	5.97	83.77
TP27	6.79	90.56	3.40	87.16
TP28	6.62	93.78	2.11	91.67
TP29	5.92	97.59	1.07	96.52
BM	7.41	103.93	0.17	103.76

Error of Closure = 0.08 feet

Aug 25, 1955 Alachua County

Weather- Cloudy - Rain

Sta.	B.S.	H.I.	F.S.	Elev.
TBM				157.12
TP_1	2.41	159.53	10.76	148.77
TP_2	1.33	150.10	7.59	142.51
W 2190	9.72	152.23	5.03	147.20
TP_3	5.03	152.23	6.18	146.05
TP_4	5.96	152.01	1.78	150.23
TP_5	9.30	159.53	2.33	157.20

Error of closure A = 0.08'

Remarks

G'ville City BM # 106, The SW monument,
NW 7th Lane and NW 22nd St.
W on 7th Lane

Home of Mrs. Baker
E on 7th Lane

Aug 26, 1955 Alachua County

Weather - Clear & Hot

Sta.	B.S.	H.I.	F.S.	Elev.
BM - BC4.				171.20
TP1	4.49	175.69	4.33	171.36
TP2	4.40	175.76	5.70	170.06
TP3	4.24	174.30	5.19	169.11
TP4	4.35	173.46	5.21	168.25
TP5	2.92	171.17	4.65	166.52
TP6	4.78	171.30	6.13	165.17
TP7	5.08	170.25	5.06	165.19
TP8	3.65	168.84	4.98	163.86
TP9	5.38	169.24	4.50	164.74
TP10	7.04	171.78	5.55	166.23
TP11	4.32	170.55	5.44	165.11
TP12	5.30	170.41	5.30	165.11
W1	5.70	170.81	4.91	165.90
W2	5.70	170.81	5.05	165.76
W3	5.70	170.81	5.05	165.76
W	5.70	170.81	4.92	165.89
W4	2.39	168.28	7.44	160.84
TP13	6.59	167.43	3.14	164.29
TP14	5.60	169.89	5.47	164.42

9.1 miles N along roads from courthouse in Gainesville. 3.6 miles N of the intersection of Fla. HW. 24 & Fla HW 225.
37 feet from centerline of HW.

S. 0.85 miles to TP5
E. 1.1 miles on Univ. of Fla Beef Res. road

0.25 miles NNE

Located in pasture #11, Univ. of Fla Beef Res.
" "
" "
" "
" "

164.42

Sta.	B.S.	HI	F.S.	Elev.
TP15	5.07	169.49	4.88	164.61
TP16	5.22	169.83	4.36	165.47
TP17	3.26	168.73	4.77	163.96
TP18	5.55	169.51	5.69	163.82
TP19	5.48	169.30	3.97	165.33
TP20	5.60	170.93	5.22	165.71
TP21	5.17	170.88	4.51	166.37
TP22	6.26	172.63	4.93	167.70
TP23	5.46	173.16	4.11	169.05
TP24	4.82	173.87	4.44	169.43
TP25	5.79	175.22	4.66	170.56
TP26	4.31	174.87	3.73	171.14

Error of Closure = 0.06 fee

Aug 30, 1955 Alachua County

Sta.	B.S.	H.I.	F.S.	Elev.
BA 4				112.60
TP1	3.95	116.55	11.47	105.08
TP2	5.72	110.78	9.53	101.25
TP3	7.91	109.16	5.50	103.66
TP4	1.95	105.61	4.18	101 43
TP5	2.59	104.02	8.52	95.50
TP6	2.60	98.10	7.35	90.75
TP7	0.47	91.22	4.80	86.42
TP8	1.33	87.75	3.26	84.49
TP9	4.92	89.41	7.98	81.43
TP10	2.84	84.27	6.02	78.25
TP 11	6.27	84.52	2 27	82.25
TP 12	9.95	92.20	2.82	89.38
TP 13	5.72	95.10	8.28	86.82
TP 14	1.96	88.78	4.68	84.10
TP 15		88.78	2.36	86.42
TP 16	4.69	91.11	11.97	79.14
TBM				84.10
TP 17	6.79	90.89	8.84	82.05

Weather - Hot and cloudy

Remarks

3.8 mi N along ACL RR tracks from passenger station, Newberry, 50 ft S of a 90° fork in dirt road on W side of track, 23 ft W of W rail, about 7 ft SW of mile post M81

S along road W of RR tracks

W to Newberry Corp. pits (TBM)

Section 2

Section 3

Sta	B.S.	H.I	F.S.	Elev.
TP17		90.89	8.98	91.91
TP17		90.89	5.33	85.56
TP18	4.28	89.84	3.71	86.13
TP19	6.75	92.88	4.06	88.82
TP20	5.64	94.46	6.18	88.28
TP21	3.49	91.77	5.85	85.92
TP22	2.28	88.20	7.10	81.10
TP23	4.05	85.15	3.52	81.63
TP24	7.43	89.06	2.02	87.04
TP25	5.96	93.00	1.43	91.57
TP26	9.27	100.84	6.59	94.25
TP27	7.38	101.63	2.41	99.22
TP28	4.63	10385	2.07	101.78
TP29	6.28	108.06	4.98	103.08
TP30	9.30	112.38	5.19	107.19
TP31	7.44	114.63	1.59	113.04

ERROR of closure Δ = 0.44'

Section 1
E to A-Ch. RR

N on dirt road along W side RR.

Aug 31, 1955 Alachua county

Weather - Hot and clear

Sta.	B.S.	H.I.	F.S.	Elev.	Remarks
BH3				71.50	At Buda, 64 ft. W of center line of ACL. RR tracks, 29.4 ft. S of S rail of SAL RR tracks. S on dirt road
TP1.	3.18	74.68	8.79	65.89	
TP2	6.00	71.89	4.16	67.73	
TP3	4.27	72.00	2.11	69.89	W to Williston Shell Rock Co., Buda pit
TP4	3.99	73.88	2.86	71.02	
TP5	4.36	75.38	3.25	72.13	
TP6	4.55	76.68	5.77	70.91	
TP7	0.42	71.33	8.10	63.23	Top of ls. at pit.
TP8	8.10	71.33	2.67	68.66	E to RR.
TP9	5.97	74.63	3.73	70.90	
TP10	4.78	75.68	2.92	72.76	
TP11	3.65	76.41	3.14	73.27	
TP12	0.49	73.76	6.62	67.14	N on dirt road W of RR. tracks
TP13	4.18	71.32	5.93	65.39	
TP14	9.30	74.69	3.41	71.28	

Error of closure Δ = 0.22 ft.

Volusia County
June - 1956

DeBats & Sproul

Volusia County - June 7 - '56

Sta.	Bs.	H.I.	Fs.	Elev
TBM				26.36
TP 1	4.62	30.98	4.76	26.22
TP_2	4.83	31.05	5.47	25.58
W	5.19	30.77	4.42	26.35
TP_3	4.42	30.77	5.28	25.49
TP_4	5.57	31.06	4.83	26.23
TP_5	4.84	31.07	4.66	26.41

Error of closure = 0.05'

STA	BS +	HI	FS -	ELEV
TBM				37.85
W_1	7.43	45.28	6.21	39.07
TP_1	5.93	45.00	1.54	43.46
W	2.68	46.14	7.53	38.61
TP_2	7.53	46.14	4.08	42.06
TP_3	3.29	45.35	4.48	40.87
TBM	4.70	45.57	8.00	37.57

Error of Closure = .28 ft

1

cloudy
windy

US #92 - 4.2 mi W of
US #92 & #1

HV-ej-1 - station - USGS

50' S of SW corner fence - Golf Club
100' SE of SE corner bldg. to well 3829

50' S of SW Corner fence - Golf Club
shot to TBM - ej 1

Spike in base of cypress - Provided by SRD
Well # HV-jb3 (Elev.-grnd 39.07, M.P. 42.01

Along US 92
Well under 1st Bridge

Along US 92

June 8 – '56

Sta.	Bs.	HI.	Fs	Elev.	
BM_1				22.7	
TP_1	3.81	26.51	3.27	23.24	
TP_2	6.61	29.85	4.11	25.74	
TP_3	6.80	32.54	6.54	26.00	
TP_4	8.11	34.11	6.46	27.65	
TP_5	7.57	35.22	5.86	29.36	
TBM_1	4.83	34.19	2.08	32.11	
TP_6	3.52	35.63	5.47	30.16	
TP_7	4.57	34.73	8.03	26.70	
TP_8	2.40	29.10	7.86	21.24	
TP_9	6.89	28.13	0.41	27.72	
TP_{10}	0.51	28.23	3.68	24.55	
TP_{11}	3.79	28.34	10.82	17.52	
TP_{12}	5.03	22.55	8.32	14.23	
W	1.77	16.00	3.79		12.21
TP_{13}	1.77	16.00	11.85	4.15	
TP_{14}	5.19	9.34	5.62	3.72	
TP_{15}	4.92	8.64	6.70	1.94	
TP_{16}	5.35	7.29	5.62	1.67	
TP_{17}	10.92	12.59	4.54	8.05	
TP_{18}	4.55	12.60	7.40	5.20	
TBM_2	4.81	10.01	4.90	5.11	
TBM_3	5.38	10.49	7.29	3.20	-1.33
TP_{19}	10.67	13.87	1.86	12.01	

AM Calm Clear PM windy & hot

along US#1 N of Daytona –
Spike in pine – S.R.D. – 440+44 – Left
50' off dirt rd. & US#1

along row of pines – 75' E of US 1
20' W of pole & SRD R/w post
12' W of pole
nail on pole N. of Station
along road to Tomoka State Park

on post at bend in road
at bend in road
at coquina pit
at bend SW of house
at house – for USGS
along road

at intersection

along road – can in ground
water line in bay – into water
out of water – to palm tree

Sta.	Bs	HI.	Fs.	Elev.
W	7.76	19.77	1.89	17.88
TBM_2				5.11
TBM_4	5.38	10.49	7.29	3.20
W	9.42	12.62	1.17	11.45
TBM_4				3.20
TP_{20}	10.17	13.37	5.32	8.05
TP_{21}	4.24	12.29	6.61	5.68
TP_{22}	4.93	10.61	5.17	5.44
TP_{23}	5.43	10.87	5.46	5.41
TP_{24}	6.66	12.07	4.64	7.43
TP_{25}	5.04	12.47	4.62	7.85
TP_{26}	7.76	15.61	0.67	14.94
TP_{27}	8.95	23.89	1.72	22.17
TP_{28}	7.80	29.97	4.52	25.45
TP_{29}	2.60	28.05	5.54	22.51
TP_{30}	5.37	27.88	3.76	24.12
TP_{31}	8.92	33.04	3.89	29.15
TP_{32}	6.84	35.99	5.62	30.37
TBM_1	5.32	35.69	3.73	31.96
TP_{33}	3.73	35.69	8.39	27.30
TP_{34}	6.30	33.60	6.55	27.05
TP_{35}	6.01	33.06	6.38	26.68
TP_{36}	5.61	32.29	6.80	25.49
TP_{37}	3.77	29.26	5.60	23.66

Cloudy
calm

well at Tomoka St. Park - (N) W-3472
can in ground
water
W - 3473
6/11 - off water
at intersection

along road

at house - bend in road
at bend in road
at bend - as paved rd. meets rock rd.

along road

at bend near hwy.
nail on pole N of Phillips Station
along hwy.
S of group of Cypress trees

near large pine
430+00 - Left 50'

Sta.	BS.	HI	FS.	Elev.
TP_{38}	2.64	26.30	3.96	22.34
BM_1	4.97	27.31	5.06	22.25

Error of closure = 0.45

N sign TOMOKA Estates – 440+44 – left
original BM & Starting point –
pine with spike in it

STA	BS +	HI	FS −	ELEV	
BM$_{121}$				7.34	
TP$_1$	4.32✓	11.66	2.74	8.92	
TP$_2$	6.84✓	15.76	4.55	11.21	
TP$_3$	6.99	18.20	6.74	11.46	
TP$_4$	3.98	15.44	8.28	7.16	
TBM	3.56	10.72	10.34	.38	
TP$_5$	11.73	12.11	2.20	9.91	
TP$_6$	9.11✓	19.02	4.83	14.19	
TP$_7$	3.71✓	17.90	6.06	11.84	
TBM$_1$	6.71	18.55	4.65	13.90	
TP$_8$	3.40	17.30	6.01	11.29	
TP$_9$	5.38	16.67	6.05	10.62	
TP$_{10}$	5.30	15.92	6.14	9.78	ERROR ←
W	4.97	15.50	4.80	10.70	
TP$_{11}$	4.77	15.50	5.25	10.25	
TP$_{12}$	6.10	16.35	7.72	8.58	
TP$_{13}$	5.33	13.91	1.05	12.86	
TP$_{14}$	5.46	18.32	9.26	9.06	
TP$_{15}$	4.86	13.92	11.06	2.86	
TBM	4.49	7.35	7.95	−0.63	
TP$_{16}$	10.25	9.62	1.50	8.12	
TP$_{17}$	6.77	14.89	3.65	11.34	
TP$_{18}$	5.73	17.07	7.85	9.22	
TP$_{19}$	5.26	14.48	5.80	8.68	
TP$_{20}$	3.96	10.64	5.99	4.65	

6/11/56

Ormond Beach - Volusia County

Calm, overcast

Sproul

SE Cor Granada st + US 1

Debolts

ALONG GRANADA AVE.

HALIFAX RIVER

E GRANADA AVE

"

"

bottom bolt on speed sign + S. Atlantic

S. Along S. Atlantic Ormond Beach

"

"

Well # W-3732 Volusia County

N. Along S. Atlantic

W Along Ormond PKWY

"

HALIFAX RIVER

W side of HALIFAX R. At Bridge

W. Along Granada Ave.

" "

W Along Granada Ave, Across US 1

W. Along Granada Ave, Near FEC RR

4.65

STA	BS	HI	FS	ELEV	
~~BM.~~	~~5.80~~	~~10.62~~	~~4.51~~	~~6.11~~	
BM$_1$				10.52	
TP$_1$	2.86	13.38	7.76	5.62	
W$_1$	4.81	10.43	.78	9.65	
W$_2$	4.38	14.03	4.24	9.79	
W$_3$	4.24	14.03	6.52		7.51
TP$_2$	4.24	14.03	2.74	11.29	
W$_2$	2.97	14.26	4.69	9.57	
BM$_1$	4.69	14.26	3.70	10.58	

error of closure = 0.06'

BM$_{V-31}$

6/11 Hot
Calm

top of concrete pump base of well #27 – along canal – 3rd well from the North

between #27 & 28
W – 2944
W – 2951
for USGS
between well #28 & 29 – near road as TBM

6/13/56

Sta.	Bs.+	HI.	Fs.−	Elev.	
BM_1				10.883	
TP_1	0.98	11.86	7.58	4.28	
TP_2	4.49	8.77	.73	8.04	
TP_3-W	6.50	14.54	3.41	11.13	
TP_4	3.41	14.54	6.91	7.63	
TP_5	2.26	9.89	2.52	7.37	
TP_6	5.28	12.65	1.53	10.82	
W	6.06	16.88	3.47	13.41	
TP_7	3.47	16.88	11.61	5.27	
TP_8	4.77	10.04	5.31	4.73	
TP_9	5.06	9.79	3.36	6.43	
BM_1	6.93	13.36	2.38	10.98	/10.88

Error of closure = .10 ft

Calm
Clear

[illegible]
[illegible]

Daytona Beach Tidal 17
Along Beach
Along Beach
SANIBEL Hotel - W - 3541
On Beach
On Beach

W - 3670, MP is .26 above gnd. elev.
On Beach
On Beach
On Beach under [illegible]
On Beach near Ocean Pier Tidal #17

Sta.	Bs	HI	Fs	Elev.
BM				11.36
TP$_1$	4.34	15.70	6.24	9.46
TP$_2$	6.84	16.30	5.97	10.33
TBM$_1$	5.28	15.61	3.41	12.20
TP$_3$	3.98	16.18	6.92	9.26
TP$_4$	5.09	14.35	5.45	8.90
W	6.18	15.08	6.99	8.09
TP$_5$	6.99	15.08	6.06	9.02
TP$_6$	5.41	14.43	5.25	9.18
TP$_7$	6.36	15.54	3.06	12.48
TP$_8$	3.03	15.51	6.07	9.44
TP$_9$	6.82	16.26	4.78	11.48
TP$_{10}$	4.33	15.81	6.17	9.64
BM	7.38	17.02	5.72	11.30

error of closure = .06'

Y-31 – N of Milepost 113 – 48 yds-
25' W of W rail – FEC RR

50 yds. NE of post 1132
X in pavement (asphalt) 20' E of N RR
warning marker
75 yds. W of RR crossing

on concrete base – w-3525
at cement culvert

STA	BS +	HI	FS −	ELEV	
BM_1				14.87	
TBM_1	1.15	16.02	3.92	12.10	
TP_1	6.13	18.23	4.42	13.81	
W	5.65	19.46	1.33	18.13	
TP_2	1.33	19.46	6.53	12.93	
TBM_1	5.12	18.05	5.98	12.07	+.03
BM_1	4.58	16.65	1.75	14.90	
TBM_1				12.10	
TP_3	5.82	17.92	4.80	13.12	
W	5.51	18.63	7.30	11.33	
TP_4	7.30	18.63	5.53	13.10	
TBM_1	4.82	17.92	5.83	12.09	

Error of Closure =
0.03 for W-3564
0.01 for W-3450

Sproul ⊼ clear, hot
DeBats ɸ windy

6/13/56

½ Bolt of intersection of Bel Air & Driftwood - provided by city Engineer

X in Pavement - SW Cor of Driftwood & Atlantic Ave

S on N Atlantic Ave

W - 3564 At Seabreeze Motel - 1104 N Atlantic

N Along N Atlantic

X in Pavement

N on N. Atlantic

W-3450 MP = +.76

S on N. Atlantic

STA	BS +	HI	FS −	ELEV	
BM$_1$				7.34	
TP$_1$	4.32	11.66	2.74	8.92	
TP$_2$	6.84	15.76	4.55	11.21	
TP$_3$	6.99	18.20	6.74	11.46	
TP$_4$	3.98	15.44	8.28	7.16	
TBM$_1$	3.56	10.72	10.34	0.38	
TP$_5$	11.73	12.11	2.20	9.91	
TP$_6$	9.11	19.02	4.83	14.19	
TP$_7$	3.71	17.90	6.06	11.84	
TBM$_1$	6.71	18.55	4.65	13.90	
TP$_8$	3.40	17.30	6.01	11.29	
TP$_9$	5.38	16.67	6.05	10.62	
TP$_{10}$	5.30	15.92	6.14	9.78	
W	4.97	14.75	4.80	9.95	
TP$_{11}$	4.97	14.92	5.25	9.67	
TP$_{12}$	6.10	15.77	7.77	8.00	
TP$_{13}$	5.33	13.33	1.05	12.28	
TP$_{14}$	5.46	17.74	9.26	8.48	
TP$_1$	4.86	13.34	11.06	2.28	
TBM	4.49	6.77	7.98	-1.21	
TP$_{16}$	10.25	9.04	1.50	7.54	
TP$_{17}$	6.77	14.31	3.65	10.67	
TP$_{18}$	5.73	16.40	7.85	8.55	
TP$_{19}$	5.26	13.81	5.80	8.01	
TP$_{20}$	3.96	11.97	5.99	5.98	Error of closure
BM1	5.99	11.97	4.51	7.46	" .12'

6/11/56

U-31, Ormond Beach

Calm, Overcast

Sproul ⊼

S.E. Cor, Granada & US 1

DeBots 🌢

E on Granada

Halifax R

E. On Granada - Ormond Beach

"

"

Bottom bolt in Sign. Rt side of S. Atlantic

S. Along S. Atlantic Ave - Ormond Beach

"

"

W - 3232

N. Along S. Atlantic

W. Along Ormond Pkwy.

"

"

Halifax River

"

W. on Granada

"

" Cross US #1

"

Near RR Station at Granada

U-31

Sta.	Bs.	HI	FS.	Elev
BM				16.82
TBM$_1$	3.91	20.73	6.01	14.72
TP$_1$	6.68	21.40	5.28	16.12
TP$_2$	4.52	20.64	5.90	14.74
TP$_3$	6.18	20.92	5.83	15.09
TP$_4$	5.69	20.78	6.68	14.10
TP$_5$	5.44	19.54	7.22	12.32
TP$_6$	7.13	19.45	6.55	12.90
TP$_7$	6.10	19.00	7.10	11.90
TBM$_2$	6.03	17.93	4.14	13.79
TP$_8$	5.90	19.69	6.45	13.24
W	5.69	18.93	5.29	13.64
W	10.94	24.58	4.20	20.38
TP$_9$	4.20	24.58	6.29	18.29
W	1.13	19.42	6.56	12.86
TP$_{10}$	6.56	19.42	10.45	8.97
TP$_{11}$	8.09	17.06	2.74	14.32
TP$_{12}$	4.31	18.63	7.64	10.99
W	4.10	15.09	7.11	7.98
TP$_{13}$	7.11	15.09	1.18	13.91
TP$_{14}$	0.16	14.07	4.00	10.07

6/14/56 Windy
overcast

DeBolts ⊼
& SProull

at S. Atlantic Ave. & Poinsettia - fire
plug - NE Nut - by City Engineer
at corner Atlantic & Ocean Dunes - hole - sidewalk
along Atlantic Ave - S.

center of road - Atlantic & Richards Lane
nail at intersection

w- 3470 NW well at Chalik
w- E well at Chalik
at Ridge Rd. & thames
w- 2171 S. Pennsula Water Co.
at Thames & Pennsula

Well - 2708 S. Pennsula

Sta.	Bs	HI	Fs	Elev.
TP_{15}	6.74	16.81	0.56	16.25
TP_{16}	5.90	22.15	5.22	16.93
TP_{17}	5.74	22.67	7.40	15.27
TP_{18}	4.04	19.31	3.83	15.48
TP_{19}	5.08	20.56	2.55	18.01
TP_{20}	5.70	23.71	4.04	19.07
TP_{21}	0.61	19.68	4.21	15.47
TP_{22}	6.24	21.71	4.74	16.97
TP_{23}	5.72	22.69	5.46	17.23
BM	4.78	22.01	4.72	17.29

error of closure = 0.47'

along Pennsula - 2600 block

2300 S. Pennsula

2100 S. Pennsula

corner Atlantic & Park Ave.

STA	BS+	HI	FS-	ELEV.
TBM$_1$				12.20
TP$_1$	3.75	15.95	4.77	11.18
TP$_2$	4.69	15.87	4.60	11.27
TBM$_1$	4.79	16.06	3.90	12.16
TP$_3$	3.60	15.76	4.02	11.74
TBM$_2$	4.59	16.33	6.58	9.75
TP$_4$	4.31	14.06	7.30	6.76
TP$_5$	6.30	13.06	6.02	7.04
W	5.10	12.14	3.51	8.63
TP$_6$	3.51	12.14	6.13	6.01
TP$_7$	5.32	11.33	1.05	10.28
TP$_8$	6.55	16.83	4.87	11.96
TP$_9$	3.58	15.54	3.92	11.62
TP$_{11}$	3.66	15.28	3.82	11.46
TBM$_1$	5.07	16.53	4.45	12.08

Error of Closure = 0.12

TBM$_1$				12.20
TP$_1$	4.81	17.01	7.73	9.28
TP$_2$	4.45	13.73	3.99	9.74
W	4.62	14.36	3.81	10.55
TP$_3$	3.81	14.36	4.74	9.62

6/15

Windy, Hot, Clear

X in Pavement at NE [illegible] ⊼
Cor of FEC RR Crossing De Bats ϕ
on Reed Canal Road
S of FEC RR

BM in E Rail at Grade crossing Near
Milepost [illegible] - FEC RR

Grade Crossing 410' S of Milepost No [illegible]
N. on [illegible] [illegible] Crossing at [illegible]

E. Side dirt road

"

At owners House W - 3529
along dirt road
At intersection of 2 dirt Roads.

N. on FEC RR

"

"

X in pavement at NE Cor of FEC RR &
Reed Canal Road

Along Reed Canal Road

On Property of Owner

USGS - HV Fo 4

On Owners property

				9.62
	BS +	HI	FS -	ELEV
TP4	4.13	13.75	4.21	9.54
TBM1	7.46	17.00	4.83	12.17

Error of closure = 0.03

TBM				9.75
TP1	0.79	10.54	6.72	3.82
w	3.30	7.12	1.04	6.08
TP2	1.04	7.12	3.30	3.82
TBM	6.30	10.12	.36	9.76

error of closure = .06'

STA	BS	HI	FS	ELEV
BM1				19.34
W	3.54	22.88	4.78	18.10
BM1	4.78	22.88	3.54	19.34

Error of closure 0.00

from circuit on W-3529

well -for USGS - HW ga 15

Wilber #1 1934 - STANDARD Disk in Conc. Post About 18" Above Ground

W-3533

Sta.	Bs.	HI	Fs	14.14 Elev.
W				13.64
TP_1	5.86	19.50	3.62	15.88
TP_2	7.30	23.18	3.88	19.30
TP_3	7.93	27.23	2.77	24.46
TP_4	4.17	28.63	7.00	21.63
TP_5	4.29	25.92	5.48	20.44
W	5.64	26.08	4.75	21.33
TP_6	4.75	26.08	6.00	20.08
TP_7	6.66	26.74	3.87	22.87
TP_8	6.11	28.98	7.30	21.68
TP_9	1.34	23.02	6.56	16.46
W	3.51	19.97	5.93	14.04

error of closure = 0.40'

W-3470 – Chalk's NW well
on S. Atlantic Ave.
at bend in road going S

W-3471 at Sage 'n Sand
on S. Atlantic Ave.

at curve on S. Atlantic

W-3470

Sta.	BS +	HI	Fs −	Elev.
BM$_1$				7.24
TP$_1$	4.51	11.75	5.54	6.21
TP$_2$	6.02	12.23	7.40	4.83
W	6.02	12.23	3.14	9.09
TP$_4$	6.13	10.96	7.16	3.80
TP$_5$	7.09	10.89	3.96	6.93
TP$_6$	3.75	10.68	4.49	6.19
W	4.99	11.18	5.70	5.48
TBM$_1$	5.70	11.18	2.75	8.43
TP$_7$	2.75	11.18	5.72	5.66
TP$_8$	6.86	12.52	6.51	6.01
TP$_9$	4.10	10.11	5.00	5.11
TP$_{10}$	5.53	10.64	5.35	5.29
TP$_{11}$	6.27	11.56	5.55	6.01
TP$_{12}$	5.78	11.79	4.50	7.29
BM$_1$	4.43	11.72	4.24	7.48

Error of closure = +0.24'

6/18/56

Clear
Calm
hot

New Smyrna - K-95 - along 40A - 1.3 mi

Along old Mission City Road

Top of 2" casing at home of J. Bandarson - old Mission Rd; [illegible] for Clem [illegible]

Along Old Mission Road

Along Linda Road

"

W - 3474

Southernmost of 2 R/W markers in NE intersection of Fla 40 & Linda Road

N on Linda Road

Cor of Linda Rd & Old Mission Road

Along Old Mission Rd

"

"

"

Sta.	Bs.	HI.	Fs.	Elev.
BM				9.13
TP_1	5.74	14.87	4.97	9.90
TP_2	5.62	15.52	7.64	7.88
W	5.67	13.55	4.16	9.39
TP_3	5.64	15.03	3.80	11.23
TP_4	4.64	15.87	6.30	9.57
BM	4.62	14.19	4.97	9.22

error of closure = .09

DeBats ⊼
Sproul ϕ

along Lytle Ave. – 96′ E of Palmetto
New Smyrna Beach

along Palmetto – 50′ N of Smith St.
W – 924 at Water Plant

Sta.	BS+	HI	FS−	Elev.
TBM$_1$				8.43
TP$_1$	4.33	12.76	5.54	7.22
TP$_2$	5.84	13.06	5.60	7.46
W	3.19	10.65	4.07	6.58
TP$_3$	4.07	10.65	3.17	7.48
TP$_4$	4.97	12.45	5.27	7.18
TBM$_1$	5.70	12.88	4.41	8.47

[illegible] of closure = 0.04' UE

Sta.	BS+	HI	FS−	Elev.
BM				16.08
TP$_1$	5.79	21.87	4.90	16.97
TP$_2$	5.73	22.70	6.38	16.32
TP$_3$	3.61	19.93	4.48	15.45
TP$_4$	4.14	19.59	4.63	14.96
TP$_5$	4.27	19.23	5.09	14.14
TP$_6$	4.04	18.18	4.00	14.18
TP$_7$	4.44	18.62	4.80	13.82
TBM$_1$	4.41	18.23	5.45	12.78
W	2.88	15.66	4.57	11.09
TBM$_1$	4.57	15.66	2.88	12.78
TP$_8$	3.07	15.85	4.23	11.62
TP$_9$	5.20	16.82	5.53	11.29
W	5.51	16.80	4.75	12.05

Unadjusted

E on Fla 40

E on Fla 40

W - 3475 Behind home of C.B. Smith (MP=+1.24)

W on FLA 40

"

6/19/56
Clear & Hot

F-32 - at RR crossing
1 mi. S of Edgewater
along railroad

S. of Signalpost 1279
along railroad

at intersection PARK & FEC RY.

Well for USGS - at sidewalk - base - 2.20

at Park & Flagler - W of tracks

W - 3731 -

Sta.	Bs.	HI.	Fs.	Elev.
TP_{10}	4.75	16.80	2.90	13.90
TP_{11}	4.26	18.16	4.28	13.88
TP_{12}	3.94	17.82	3.81	14.01
TP_{13}	4.89	18.90	4.16	14.74
TP_{14}	4.15	18.89	3.51	15.38
TP_{15}	4.11	19.49	3.53	15.96
TP_{16}	3.84	19.80	3.44	16.36
TP_{17}	4.10	20.46	3.61	16.85
TP_{18}	4.30	21.15	4.25	16.90
TP_{19}	4.22	21.12	3.91	17.21
BM	3.81	21.02	4.81	16.21

error of closure = 0.13'

on R.R. - E of well

S. of signalpost 1279
at milepost 128 - N 50' from

along railroad

Sta.	Bs.	HI.	Fs.	Elev.
BM				37.92
TBM	2.39	40.31	3.25	37.06
TP$_1$	3.04	40.10	5.50	34.60
W	4.89	39.49	1.43	38.06
TP$_2$	1.43	39.49	4.76	34.73
BM$_1$	3.94	38.67	0.74	37.93

Error of Closure = +0.01'

Sta	BS+	HI	FS−	Elev
BM$_1$				53.01
TP$_1$	1.34	54.35	2.73	51.62
W	5.27	56.89	5.11	51.78
TP$_2$	5.11	56.89	11.66	45.23
TP$_3$	5.44	50.67	2.39	48.28
TP$_4$	6.83	55.11	8.93	46.18
W	7.80	53.98	2.77	51.21
TP$_5$	2.77	53.98	5.21	48.77
TP$_6$	6.03	54.80	7.12	47.68
TP$_7$	3.40	51.08	6.46	44.62
TP$_8$	0.93	45.55	11.34	34.21
W	5.65	39.86	9.30	32.56
TP$_9$	7.30	39.86	5.51	34.35
BM$_2$	11.63	45.98	0.88	45.10

Error of Closure = 0.47'

June 20, 1956

Cool & overcast
Sproul ⊼
DeBats ◊

X in Swk SW of Barnett Bldg - [illegible] by SRD

Parking meter on N side of [illegible]

N. Along N. Florida Ave

W - 3677 in NW cor of City Park, near SE intersection
of Church St & Florida Ave, Deland

S. on N. Florida Ave

RR Spike in 12" oak - 120' left - 147 + 75

In Parking lot of Chimney Corner Rest. S of Deland

SE Cor. of Chimney Cor. Rest. S. of Deland - W-3581

US 92 S

N. On US 92 S of Deland

W - 491 At Locust Motel US 92 S. of Deland

MP 13 + 0.80

W - 2875 - At Sha - De - Land Trailer Park

SRD BM 17 C. E IV Nail in Oak Tree - Elev 45.57

STA	BS +	HI	FS −	ELEV
BM_1				45.57
TP_1	5.30	50.87	6.56	44.31
W	3.26	47.57	3.97	43.60
TP_2	3.97	47.57	3.41	44.16
BM_1	7.29	51.45	5.87	45.58

Error of Closure = 0.01'

BM_1				84.66
TP_1	7.55	92.21	7.72	84.49
TP_2	7.58	92.07	10.94	81.13
TP_3	4.98	86.11	3.80	82.31
TP_4	6.60	88.91	4.60	84.31
W	5.23	89.54	5.66	83.88
TP_5	5.66	89.54	5.94	83.60
TP_6	4.72	88.32	7.08	81.24
TP_7	7.82	89.06	2.24	86.82
TP_8	4.03	90.85	3.56	87.29
BM_1	5.25	92.54	7.66	84.88

error of closure = 0.22'

June 20

Hot, Cloudy
Sproul π
DeBats ϕ

SBD BM 12C.E IV Nail in Oak Tree

W - .3183

DeBats π Overcast
Sproul ϕ

DA-207 - 1.8 mi W of Deland
N side of hwy. #44
On New York Ave. West

on N. Spring Garden

w - 939 - Parrish Fruit Co.
along Spring Garden Ave. N
SW corner Spring Garden & New York
along New York Ave. W

STA	BS +	HI	FS −	ELEV
BM$_1$				77.92
TP$_1$	1.43	79.35	6.46	72.89
TP$_2$	10.30	83.19	4.31	78.88
TP$_3$	4.33	83.21	6.20	77.01
TP$_4$	5.92	82.93	4.71	78.22
TP$_5$	4.96	83.18	4.16	79.02
TP$_6$	6.04	85.06	5.20	79.86
TP$_7$	4.98	84.84	6.12	78.72
TP$_8$	7.37	86.09	3.21	82.88
TBM$_1$	5.80	88.68	8.03	80.65
TP$_9$	8.42	89.07	6.98	82.09
TP$_{10}$	1.77	83.86	5.15	78.71
TP$_{11}$	6.61	85.32	5.92	79.40
TP$_{12}$	5.28	84.68	5.91	78.77
TP$_{13}$	4.26	83.03	5.67	77.36
TP$_{14}$	5.22	82.58	6.22	76.36
TP$_{15}$	5.65	82.01	4.80	77.21
TP$_{16}$	5.95	83.16	4.66	78.50
TP$_{17}$	4.32	82.82	5.40	77.42
TP$_{18}$	3.21	80.63	6.88	73.75
BM$_1$	5.93	79.68	1.83	77.75

error of closure = 0.17

JUNE 22, 1956

Deland NAS A-123 Clear, warm & [illegible]

N side of aircraft parking area [illegible]

Across E-W Runway D-Bots

Along Runway

" near W. End

NE Cor. of conc. light [illegible] at Pure Oil station

Sta	Bs	HI	Fs.	Elev.
BM.				42.90
W	4.87	47.77	5.12	42.65
BM	5.12	47.77	4.87	42.90

error of closure=0.00

Sta	Bs	HI	Fs.	Elev.
BM.				28.7
TP_1	4.48	33.18	8.81	24.37
TP_2	3.46	27.83	10.39	17.44
TP_3	0.72	18.16	11.43	6.73
TP_4	7.20	13.93	2.71	11.22
TP_5	9.44	20.66	8.80	11.86
TP_6	2.34	14.20	6.66	7.54
W	5.40	12.94	5.02	7.92
TP_7	5.02	12.94	5.33	7.61
TP_8	7.89	15.50	3.04	12.46
TP_9	8.47	20.93	11.08	9.85
TP_{10}	2.95	12.80	1.18	11.62
TP_{11}	10.86	22.48	0.63	21.85
TP_{12}	7.84	29.69	3.58	26.11
BM.	6.75	32.86	4.24	28.62

Error of closure = 0.08'

80d nail - base of 12" pine -140' left
252 +13 — SRD

w-3524 at Hudson Paper Co.

Clear & Hot

6/25/56

top east rail at Deland station
W. of RR on N.Y. Ave.
at crest in dip of road

along Hontoon Rd.
along Lk. Beresford Terr.

w-3775 well buried - approx. location

at Hontoon Rd. & N.Y. Ave.

STA	BS +	HI	FS −	ELEV
BM,				80.65
TP1	5.08	85.73	9.85	75.88
W	8.56	84.44	0.92	83.52
TP2	0.92	84.44	1.66	82.78
TP3	7.59	90.37	2.13	88.24
TP4	9.70	97.94	4.33	93.61
TP5	9.27	102.88	5.36	97.52
TP6	5.50	103.02	5.61	97.41
TP7	3.26	100.67	6.02	94.65
TP8	0.76	95.41	11.54	83.87
TP9	0.52	84.39	9.85	74.54
TP10	2.87	77.41	9.43	67.98
TP11	1.48	69.56	7.30	62.26
TP12	9.50	71.76	2.70	69.06
TP13	9.57	78.63	0.32	78.31
TP14	11.87	90.18	0.24	89.94
TP15	9.96	99.90	5.10	94.80
TP16	7.74	102.54	4.07	98.47
W	5.75	104.22	5.04	99.43
TP17	5.09	104.52	5.36	99.16
TP18	4.60	104.76	7.56	97.20
TP19	1.82	99.02	10.25	109.27
W	0.87	110.14	1.15	108.99

6/25/56

N. Cor. of Conc. light pole [illegible] & Chair
at Pure Oil station — Sproul ⊼
Est. 6/24/56 — UE DeBolts ϕ
N on US #17
Isaly's -W- 3697 - Jct. US #17 & State 11
N. on US 17

W- Rymal's Restaurant

W- 2865 MP is [illegible]

108.99

	BS	HI	FS	ELEV
T.P 20	1.15	110.14	0.86	109.28
TP$_{21}$	1.69	110.97	1.89	109.08
TP$_{22}$	6.14	115.22	5.40	109.82
TP$_{23}$	6.88	116.70	8.20	108.50
TP$_{24}$	4.76	113.26	5.46	107.80
TP$_{25}$	2.77	105.03	11.10	93.93
TP	1.71	95.64	11.56	83.78
TP	0.67	84.45	7.47	76.98
T	0.03	77.01	3.50	73.51
TP$_{29}$	11.83	85.34	0.27	85.07
TP$_{30}$	10.55	95.62	1.21	94.41
TP	2.00	96.41	9.40	85.01
TBM$_2$	7.07	92.08	5.13	87.95
TP$_{32}$	7.49	95.44	5.20	90.24
TP$_{34}$	5.19	95.43	7.28	88.15
TP$_{35}$	2.75	90.90	9.83	81.07
TP$_{36}$	1.23	82.30	11.74	70.56
BM$_1$	11.85	82.41	1.47	80.94

Error Of Closure = 0.29

Nail in top of [illegible] stone [illegible]
[illegible]

Sta.	Bs.	HI.	Fs.	Elev.
BM$_1$				27.61
TP$_1$	3.87	31.48	6.58	24.90
TP$_2$	3.47	28.37	4.20	24.17
TP$_3$	5.33	29.50	4.76	24.74
TP$_4$	2.66	27.40	4.85	22.55
W	4.61	27.16	6.73	20.43
TP$_5$	6.73	27.16	4.61	22.55
TP$_6$	4.50	27.05	2.30	24.75
TP$_7$	4.71	29.46	4.93	24.53
TP$_8$	4.16	28.69	4.22	24.47
BM$_1$	6.79	31.26	3.44	27.82

error of closure = 0.21'

6/26/56

hot & windy

Benson Jct. - B16 - at Ry. Station

Top of west rail

corner US#92 & Ft. Florida Rd.

W-1639 NW corner of Bldg

Corner US#92 & Ft. Florida Rd.

along railroad

Alachua County

Sta.	BS.	HI	FS	Elev.
BM				137.74
TP_1	4.77	142.51	2.19	140.32
W	6.36	146.68	3.79	142.89
TP_2	3.79	146.68	7.02	139.66
BM_1	1.96	141.62	3.83	137.79

error of closure = .05'

7/9
windy & hot

BM · T-116 - Gainesville Air Port

well # 3727

July 9
Hot & Clear
DeBats ɸ
Sproul π

	BS +	HI	FS −	ELEV		
BM_1				82.05	Gainesville Q.	
TP_1	6.94	88.99	5.10	83.89	Along Old Hwy	
TP_2	2.11	86.00	11.67	74.33	Along FLA 24	
TP_3	6.54	80.87	0.85	80.02	"	
TP_4	4.23	84.25	9.27	74.98	Along Woods Road	
TP_5	9.93	84.91	6.36	78.55	"	
TP_6	2.50	81.05	0.64	80.41	"	
TP_7	9.74	90.15	11.44	78.71	"	
TP_8	0.78	79.49	7.46	72.03	"	
TP_9	7.33	79.36	10.17	69.19	"	
TP_{10}	4.68	73.87	5.45	68.42	"	
TP_{11}	6.20	74.62	6.43	68.19	"	
W	7.14	75.23	3.47	71.76	W-3645	135' deep (Measured by owner
TP_{12}	1.48	73.24	7.91	65.33	Along Woods Road	
TP_{13}	5.36	70.69	4.15	66.54	"	
TP_{14}	4.67	71.21	5.85	65.36	"	
TP_{15}	6.68	72.04	0.88	71.16	"	
TP_{16}	3.25	74.41	2.73	71.68	"	
TP_{17}	8.00	79.68	3.06	76.62	"	
TP_{18}	6.49	83.11	7.50	75.61	Across Field	
TP_{19}	4.85	80.46	8.80	71.66	"	
TP_{20}	5.74	77.40	2.69	74.71	"	
TP_{21}	11.52	86.23	0.83	85.40	Along Old Hwy	
BM_1	4.10	89.50	7.92	81.58		

Error of closure = 0.47'

Gilchrist County

Sta	Bs	HI	FS	Elev
BM				56.38
W	5.21	61.59	6.56	55.03
BM	6.56	61.59	5.21	56.38

error of closure = 0.00

STA	BS+	HI	FS−	ELEV
BM_1				82.10
TP_1	0.94	83.04	9.87	73.17
TP_2	1.43	74.60	11.97	62.63
TBM_1	0.97	63.60	5.19	58.41
TP_3	0.55	58.96	8.80	50.16
TP_4	11.41	61.57	2.00	59.57
TP_5	10.64	70.21	0.11	70.10
W	5.36	75.46	6.11	69.35
W	6.11	75.46	7.13	68.33
TP_6	7.13	75.46	7.88	67.58
TP_7	0.22	67.80	9.54	58.26
TP_8	2.70	60.96	10.73	50.23
TP_9	5.42	55.65	2.33	53.32
TP_{10}	11.48	64.80	0.20	64.60
TP_{11}	11.58	76.18	3.51	72.67
BM_1	10.78	83.45	1.69	81.76

Error of closure = 0.34

7/10 - Rainy Cool

BF 14 - Trenton
W # 3669

7/10 Rainy, cool
Sproul ⊼
Le Batts ф

Bell - Bh-27
Along Woods Road
"

Start - Raining
Along Woods Road
"
"

W - 3148 BLACKWELL'S GROCERY, BELL FLA
W - 3150 Mrs Audry Worth, BELL, FLA
ALONG WOODS Road

Sta.	Bs	HI	Fs.	Elev
BM				114.47
W	3.47	117.94	5.74	112.20
BM	5.74	117.94	3.47	114.47

error of closure = 0.00′

STA	BS+	HI	FS−	ELEV
BM1				90.33
W	2.03	92.36	9.24	83.12
BM1	9.24	92.36	2.03	90.33

error of closure 0.00

7/11 clear hot

BF-7 – 7.1 mi. E of Trenton

W-AS-67 –

BF$_9$ (Trenton)

AS 66 – –

STA	BS +	HI	FS −	ELEV
BM_1				57.01
TP_1	1.83	60.84	3.58	57.26
TP_2	5.96	63.22	7.52	55.70
TP_3	4.80	60.50	6.44	54.06
TP_4	6.23	60.29	3.16	57.13
TP_5	4.68	61.81	3.50	58.31
TP_6	5.50	63.81	3.54	60.27
TP_7	4.85	65.12	3.09	62.03
TP_8	4.56	66.59	4.02	62.57
TP_9	4.26	66.83	4.68	62.14
W	4.56	66.70	5.56	61.14
TP_{10}	5.56	66.70	4.60	62.10
TP_{11}	4.77	66.87	4.24	62.63
TP_{12}	4.09	66.72	5.81	61.91
TP_{13}	4.41	66.32	4.28	62.04
TP_{14}	5.16	67.20	7.30	59.90
TP_{15}	3.08	62.98	4.94	58.04
TP_{16}	3.10	61.14	6.60	54.54
TP_{17}	6.97	61.51	3.91	55.60
TP_{18}	2.69	59.29	2.40	56.89
BM_1	4.03	60.92	1.96	58.96

error of closure = 0.05′

9/11, Clear, Hot

Sproul ⊼
DeBats ɸ

BF13 - Note: This Benchmark has been disturbed by construction and may be unstable

Along Hwy 26, E of Trenton

"

"

"

"

"

"

AS 65, 2 mi E of Trenton

W: Along FLA Hwy 26

"

"

"

"

"

"

Sta.	Bs.	HI.	Fs.	Elev.
BM_1				50.54
TP_1	4.76	55.30	5.66	49.64
W	7.08	56.72	5.85	50.87
TP_2	5.85	56.72	6.10	50.62
BM_1	5.33	55.95	5.30	50.65

error of closure = 0.11'

BM_1				40.47
W	5.47	45.94	5.12	40.82
BM_1	5.12	45.94	5.47	40.47

error of closure = 0.00'

BM_1				100.4
W	0.37	100.77	5.62	95.15 = 95.2
Bm_1	5.62	100.77	0.37	100.4

error of closure = 0.00'

BM				31.11
TP_1	4.98	36.09	4.33	31.76
TBM_1	4.98	36.09	5.95	30.14
TBM_2	3.11	34.87	3.53	31.34
O	6.20	37.54	11.08	26.46

DeBats ⊼ ~~Hot~~
Sproul ф Cloudy 7/11

N-50 - W of trenton - milepost 100

As-64 N of brick house

L-50 - at Lottieville - milepost 104

As-63

7/12 hot
Clear

BF-4 Note: This bench mark has been knocked over And is not accurate

AS-68

BF-23 - Fanning Springs

Top of old section Cor. Monument

Top of ls outcrop in Quarry behind Storey's Bar - Fanning Springs

Sta.	Bs.	HI.	Fs.	Elev.
BM,				31.7
W	3.63	35.33	9.34	25.99
BM,	9.34	35.33	3.63	31.7

error of closure = 0.00'

STA	BS +	HI	FS −	ELEV
TBM,				30.14
TP_1	0.57	30.71	3.86	26.85
TP_2	6.63	33.48	2.68	30.80
TP_3	5.05	35.85	4.24	31.61
	4.22	35.83	3.76	32.07
TP_4	5.63	37.70	6.27	31.43
O	4.77	36.20	9.63	26.57
TP_5	9.63	36.20	5.14	31.06
O	1.88	32.94	4.87	28.07

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21 21
25 25

DeBats ⊼
Sproul ϕ

Wilcox - 1.8 mi. S of - top of rail at crossing of US # 91
W - 2965

7/12 Hot, clear, calm
Sproul ⊼
DeBats ϕ

TOP OF SEC COR $\frac{20|21}{25|29}$

Ls Outcrop in sink approx 200 yds SW of Quarry — in Open field

Ls Outcrop in Quarry .4 mi S of Wilcox Jct.

Sta.	Bs.	HI.	Fs.	Elev.
BM₁				72.43
TP₁	1.84	74.27	10.96	63.31
TBM₁	8.08	71.39	5.36	66.03
TP₂	5.36	71.39	6.17	65.22
TP₃	3.20	68.42	6.78	61.64
TP₄	11.21	72.85	1.78	71.07
TP₅	11.28	82.35	0.25	82.10
TP₆	9.38	91.48	11.50	79.98
TP₇	.86	80.84	9.40	71.44
TP₈	8.93	80.37	9.82	70.55
W	3.84	74.39	7.82	65.57
TP₉	7.82	74.39	0.73	73.66
TP₁₀	5.51	79.17	11.68	67.49
TP₁₁	9.96	77.45	0.37	77.08
TP₁₂	11.57	88.65	8.40	80.25
TP₁₃	0.21	80.46	11.18	69.28
TP₁₄	2.80	72.08	11.62	60.46
TP₁₅	5.32	65.78	4.94	60.84
TBM₁	9.62	70.46	4.11	66.35

U.E. error of closure = 0.32'

DeBats ⊼
Sproul ϕ

7/16 hot cloudy

Bh-10 – 0.4 mi. E of Neals
along railroad

RR spike Jct. of road & R.R.
along N-S road

As-78

Sta.	Bs.+	HI	Fs.	Elev.
BM				101.89
TP_1	1.83	103.72	11.94	91.78
TP_2	2.44	94.22	2.49	91.73
TBM	8.36	100.09	3.10	96.99
TP_3	2.11	99.10	8.88	90.22
TP_4	1.05	91.27	8.94	82.33
TP_5	0.13	82.36	8.49	73.87
TP_6	8.10	81.97	3.59	78.38
TP_7	9.43	87.81	2.50	85.31
TP_8	3.92	89.23	10.02	79.21
TP_9	4.18	83.39	3.73	79.66
TP_{10}	7.00	86.66	5.59	81.07
TP_{11}	8.62	89.69	9.49	80.20
W	4.33	84.53	5.12	79.41
TP_{12}	5.12	84.53	1.30	83.23
TP_{13}	4.70	87.93	8.18	79.75
TP_{14}	6.65	86.40	8.86	77.54
TP_{15}	7.88	85.42	1.49	83.93
TP_{16}	6.64	90.57	8.23	82.34
TP_{17}	0.77	83.11	6.87	76.24
TP_{18}	3.22	79.46	0.55	78.91
TP_{19}	9.74	88.65	1.81	86.84
TP_{20}	8.33	95.17	0.76	94.41
TBM_1	6.88	101.49	4.01	97.48

Error of closure = 0.49'

July 18 - hot, cloudy

Spragol $\bar{\wedge}$

DeBats ϕ

Thunderstorm WNW

Top of N. Rail at ℄ of ACL Crossing 2 mi E of Neal's

E along ACL RR

″

″

″

″

N. on wood road at [illegible]

″ ″

″

″

AS-79

S on wood road [illegible] line

″

″

At crossing - County line road + ACL RR

W Along ACL RR

″

Alachua County

Sta.	Bs	HI.	Fs.	Elev.
BM$_1$				76.66
TP$_1$	4.36	81.02	8.04	72.98
TP$_2$	10.24	83.22	4.25	78.97
TP$_3$	5.54	84.51	7.64	76.87
TP$_4$	4.26	81.13	8.85	72.28
W	8.85	81.13	4.42	76.71
TP$_5$	7.83	84.54	4.97	79.57
TP$_6$	3.35	82.92	10.04	72.88
BM$_1$	8.17	81.05	4.48	76.57

error of closure = 0.09′

7/17 cloudy

W-50 - Newberry R.R. Station

S. of Post Office

W- 3740

Sta.	Bs. +	HI.	Fs. −	Elev.
BM_1				77.29
TP_1	5.26	82.55	0.11	82.44
W	8.95	91.39	5.86	85.53
TP_2	5.86	91.39	8.33	83.06
BM_1	1.21	84.27	6.96	77.31

Error of closure = 0.02

Sta.	Bs. +	HI.	Fs. −	Elev.
BM_1				73.87
TP_1	0.58	74.45	11.85	62.60
TP_2	0.70	63.30	.56	62.74
TP_3	2.74	65.48	2.60	62.88
TP_4	1.80	64.68	11.64	53.04
TP_5	7.24	60.28	0.77	59.51
TP_6	7.47	66.98	0.72	66.26
TP_7	11.80	78.06	0.35	77.71
TP_8	6.03	83.74	11.61	72.13
TP_9	4.98	77.11	1.14	75.97
TBM_1	10.64	86.61	4.24	82.37
TP_{10}	4.13	86.50	10.55	75.95
TP_{11}	3.18	79.13	7.96	71.17
TBM_2	5.86	77.03	4.22	72.81
TP_{12}	4.22	77.03	.52	76.51
TP_{13}	6.93	83.44	9.03	74.41

July 17 - cloudy Hot

Sproul ⊼
DeBats ϕ

Bh-17

AS-77

DeBats ⊼
Sproul ϕ

7/18 clear hot

BF-65 - 3.4 mi. N. of Bell

hoot in woods road

intersection woods roads

Sta.	Bs.	HI.	Fs	Elev.	
TP_{14}	1.35	75.76	10.64	64.12	
TP_{15}	1.74	65.86	11.22	54.64	
TP_{16}	4.06	58.70	0.60	58.10	
TP_{17}	8.80	64.90	8.76	56.14	
TP_{18}	9.12	65.26	10.93	54.33	
TP_{19}	8.64	62.97	0.57	62.40	
BM_1	11.44	73.84	.26	73.58	
		error	of	closure =	0.29′
TBM_1				82.37	
TP_1	3.47	85.84	9.17	76.67	
TP_2	2.82	79.49	5.08	74.41	
TP_3	5.50	79.91	0.35	79.56	
TP_4	1.53	81.09	11.28	69.81	
TP_5	5.89	75.70	.53	75.17	
TP_6	7.80	82.97	4.94	78.03	
TP_7	6.08	84.11	6.18	77.93	
TP_8	6.10	84.03	3.08	80.95	
TP_9	6.46	87.41	5.18	82.23	
TP_{10}	.92	83.15	9.80	73.35	
W	6.37	79.72	.44	79.28	
TP_{11}	.22	79.50	4.61	74.89	
TP_{12}	9.84	84.73	2.65	82.08	
TP_{13}	4.92	87.00	8.71	78.29	
TP_{14}	5.33	83.62	5.76	77.86	
TP_{15}	6.11	83.97	6.30	77.67	

UE cloudy

at Jct. of woods road

Rain - $\frac{3}{4}$ hr.

A5-75

Sta.	BS.	HI.	Fs.	Elev.
TP_{16}	4.55	82.22	9.94	72.28
TP_{17}	3.80	76.08	7.44	68.64
TP_{18}	10.50	79.14	.46	78.68
TP_{19}	4.81	83.49	9.27	74.22
TP_{20}	5.42	79.64	5.20	74.44
TP_{21}	6.04	80.48	1.92	78.56
TBM_1	6.52	85.08	2.71	82.37

error of closure = 0.00'

thundershowers

STA	BS+	HI	FS	ELEV
BM_1				41.89
W	3.62	45.51	6.26	39.25
BM_1	6.26	45.51	3.62	41.89

Error of closure 0.00

BM_1				39.72
TP_1	1.64	41.36	6.43	34.93
W	7.52	42.45	6.80	35.65
TP_2	6.80	42.45	6.85	35.60
BM_1	6.30	41.90	2.05	39.85

error of closure = 0.13'

STA	BS+	HI	FS−	ELEV
BM_1				57.91
TP_1	4.07	61.98	5.75	56.23
TBM	5.04	61.27	2.60	58.64
TP_2	2.66	61.33	5.06	56.27
TP_3	5.62	61.89	6.94	54.95
TP_4	6.57	61.52	5.68	55.84
TP_5	5.82	61.66	7.75	53.91
O	5.16	59.07	8.86	50.21

July 20, 19

Wt, Calm, scattered [illegible]

Sproul ⊼

DeBats ↓

AS-69

DeBats ⊼

Sproul ↓

162 + 38 - SRD Spike in 18" Cherry - Ela. 340

AS-70 at S-344 & Ela 340

Top of Row Marker in [illegible] at Ela 340 & Dirt Road

At road Turning off to Quarry

Outcrop at Quarry 244

Sta.	Bs.	HI.	FS.	Elev.
TBM				56.27
TP_1	5.65	61.92	5.45	56.47
TP_2	4.98	61.45	6.71	54.74
TP_3	5.92	60.66	4.20	56.46
TP_4	5.66	62.12	4.17	57.95
TP_5	5.16	63.11	5.81	57.30
TP_6	2.75	60.05	5.00	55.05
TP_7	6.09	61.14	2.21	58.93
TP_8	3.38	61.31	6.12	55.19
O	4.02	59.21	7.78	51.43

July 26, 1956

[illegible] road to quarry

Hot, Thunderstorms

Sproul I

[illegible]

Top of ls outcrop in Quarry 109, Gilchrist Co

Sta.	B.S.	H.I.	F.S.	Elev.
BM,				23.82
W	5.40	29.22	4.95	24.27
BM,	4.95	29.22	5.40	23.82

error of closure = 0.00'

BM,				31.7
TP1	3.72	35.42	6.24	29.18
W	3.54	32.72	4.45	28.27
TP2	4.45	32.72	3.50	29.22
BM,	6.83	36.05	4.31	31.74

Error of closure = 0.04'

hot
cloudy

Wilcox - U 49
As- 61

Wilcox - crossing US 19 & R.R. at Fanning Spr

As- 88 Fanning Springs Restaurant

Sta.	B.S.	H.I.	F.S.	Elev.
BM_1				57.91
TP_1	4.76	62.67	5.44	57.23
TP_2	5.39	62.62	5.62	57.00
TP_3	5.20	62.20	5.64	56.56
TP_4	5.04	61.60	8.76	52.84
TP_5	5.33	58.17	4.88	53.29
W	5.25	58.54	5.88	52.66
TP_6	5.88	58.54	5.66	52.88
TP_7	6.24	59.12	2.44	56.68
TP_8	6.07	62.75	5.50	57.25
TP9	5.90	63.15	5.72	57.43
BM	6.24	63.67	5.40	58.27

error of closure = 0.36'

Sta.	B.S.	H.I.	F.S.	Elev.
TBM_1				30.14
TP_1	3.58	33.72	6.72	27.00
TP_2	8.46	35.46	5.25	30.21
TP_3	8.29	38.50	0.22	38.28
TP_4	6.73	45.01	7.28	37.93
W	5.42	43.35	5.10	38.25
TP_5	5.10	43.35	5.40	37.95
TP_6	8.58	46.53	10.21	36.32
TP_7	0.01	36.33	5.50	30.83
TP_8	5.28	36.11	7.14	28.97
TBM_1	5.91	34.88	4.56	30.32

Error of Closure = 0.18'

DeBats ⊼
Sprout ɗ

7/24 - hot
clear

SRD BM - 440 - Fla. 341 - Spike in stump
along S-340

AS - 72

Sec. corner at Fanning Springs

AS - 62

Dixie County

Sta.	Bs.	HI	Fs.	Elev.
BM				25.3
W	1.69	26.99	6.80	20.19
BM	6.50	26.99	1.69	25.3
		error of closure = 0.00'		
BM				17.40
TP1	5.28	22.68	5.91	16.77
W	5.48	22.25	4.50	17.75
TP2	4.50	22.25	5.51	16.74
BM	5.93	22.67	5.18	17.49
		error of closure = 0.09		
BM1				15.60
TP1	3.04	18.64	7.07	11.57
W	4.12	15.69	4.73	10.96
TP2	4.93	15.69	3.97	11.72
BM1	6.60	18.32	2.88	15.44
		Error of closure = .16'		

7/25

Hot clear

opposite milepost 111 [illegible]

AS-89 [illegible]

BM-17 - 9.3' SW Oldtown - 15 A+A 1951 18""

As-95

"Keen 7933

AS-94

Sta.	Bs.	HI.	Fs.	Elev.
BM,				11.66
W	5.02	16.68	6.21	10.47
W	6.23	16.70	6.09	10.61
TP,	6.09	16.70	5.68	11.02
BM	5.50	16.52	5.01	11.51

error of closure = 0.15'

BM,				9.55
W	6.05	15.60	7.22	8.38
BM,	7.22	15.60	6.05	9.55

Error of closure = 0.00'

BM,				4.80
W	3.85	8.65	6.38	2.27
BM,	6.38	8.65	3.85	4.80

error of closure = 0.00'

DeBats π
Sproul ϕ

"54 ATA 1951 12 TT" - 17.4 mi SW of Oldtow
tram rd & hwy. - As - 87
250' off road - As - 93

"55 ATA 1951 10 TT" - 20.1 mi. SW Oldtown
AS 92

"56 ATA 1951 5 TT" - 1.6 mi N of Suwannee
As - 91

Sta.	Bs.	Hl.	Fs.	Elev.
BM,				38.78
TP_1	5.43	44.21	5.20	39.01
TP_2	4.60	43.61	5.72	37.89
TP_3	5.86	43.75	5.07	38.68
TP_4	3.91	42.59	5.16	37.43
TP_5	4.65	42.08	5.22	36.86
W	4.34	41.20	5.28	35.92
TP_6	5.28	41.20	4.35	36.85
TP_7	4.91	41.76	4.22	37.54
TP_8	4.80	42.34	4.52	37.82
TP_9	6.12	43.94	6.44	37.50
TP_{10}	6.33	43.83	4.82	39.01
BM,	4.57	43.58	4.69	38.89

error of closure = 0.11'

DeBats ⊼
Sproul ϕ

Cloudy
Calm

7/25

1 ATA 1951 39 – 1.2 S – Cross City
along woods road

As-83

STA	BS +	HI	FS −	ELEV
BM				25.58
TP$_1$	3.81	29.39	6.24	23.15
TP$_2$	6.30	29.45	5.71	23.74
TP$_3$	5.86	29.60	7.47	22.13
TP$_4$	3.68	25.81	5.91	19.90
TP5	5.00	24.90	6.19	18.71
TP$_6$	6.10	24.81	5.44	19.37
TP$_7$	5.90	25.27	5.31	19.96
TP$_8$	6.01	25.97	5.40	20.57
TP$_9$	5.50	26.07	6.98	19.09
W	4.77	23.86	5.65	18.21
TP$_{10}$	5.65	23.86	4.79	19.07
TP$_{11}$	6.59	25.63	5.53	20.10
TP$_{12}$	6.51	26.61	5.91	20.70
TP$_{13}$	4.90	25.60	6.11	19.49
TP$_{14}$	5.91	25.40	4.11	21.29
TP$_{15}$	6.21	27.50	5.59	21.91
TP$_{16}$	7.62	28.53	5.77	22.76
BM$_1$	6.91	29.67	4.43	25.24

Error of closure: 0.34'

$$\begin{array}{r} 25.58 \\ 25.24 \\ \hline .34 \end{array}$$

7/26/55 Hot, calm
[illegible]

"3 ATA 1951 25TT" 8 mi. SW Cross City

Along Graded Road
"
"
"

Along Woods Road
"
"
"
"

AS-31 At int. of old RR grade + woods Road

Along woods Road
"
"
"

Along grade road
"
"
"

Sta.	Bs.	HI.	Fs	Elev.
BM$_1$				38.78
TP$_1$	5.47	44.25	5.60	38.65
TP$_2$	4.93	43.58	7.84	35.74
TP$_3$	6.00	41.74	6.72	35.02
TP$_4$	7.01	42.03	6.39	35.64
W	5.22	40.86	5.22	35.64
TP$_5$	5.22	40.86	5.91	34.95
TP$_6$	5.38	40.33	4.40	35.93
TP$_7$	5.28	41.21	3.34	37.87
TP$_8$	5.67	43.54	4.21	39.33
BM$_1$	5.04	44.37	5.57	38.80

error of closure = 0.03'

BM$_1$				51.21
W	4.43	55.64	5.98	49.66
BM$_1$	5.98	55.64	4.43	51.21

DeBats ⊼
Sproul ϕ

Hot
Cloudy

1.2 mi S of Cross City - IATA 1951 39

along woods road

AS-80

"GRC1952
AS-98

Sproul ⊼
DeBats ϕ

STA	BS +	HI	FS -	ELEV	
BM₁				3165	31.65
TP₁	4.57	36.22	6.03	30.19	
TP₂	6.50	36.69	5.61	31.08	
TP₃	6.31	37.39	4.78	32.61	
W	5.45	38.06	6.30	31.76	
W	5.45	38.06	6.28	31.78	
TP₄	5.45	38.06	7.68	30.38	
TP₅	6.59	36.97	5.18	31.79	
TP₆	4.97	36.76	6.28	30.48	
BM₁	6.37	36.85	5.64	31.21	

ERROR of CLOSURE = 0.44'

SRD 31"

7/27/56

Hot, Clear

Sproul ⊼

DeBarts ϕ

As-100

As-101

START MARION CTY.

STA	BS +	HI	FS −	ELEV
BM1				50.42
W	5.21	55.63	4.15	51.48
BM1	4.15	55.63	5.21	50.42

ERROR OF CLOSURE = 0.00'

STA	BS +	HI	FS −	ELEV
BM1				47.42
TP1	7.09	54.51	5.86	48.65
W	4.92	53.57	6.08	47.49
TP2	6.08	53.57	5.23	48.34
BM1	3.99	52.33	4.92	47.41

error of closure = 0.01'

7/30/56
Hot, Clear

Sproul ⊼
DeBats ϕ

BR 22 - [illegible]
W-3293

BR-23 - at Silver Springs

W-3690 - Silver Springs Motor Court

Sta.	BS+	HI.	Fs.−	Elev.	
BM$_1$				78.0	
TP$_1$	4.54	82.54	7.55	74.99	
TP$_2$	5.28	80.27	10.93	69.34	
TP$_3$	0.91	68.43	6.02	62.41	
TP$_4$	3.70	66.11	1.15	64.96	
TP$_5$	10.26	75.22	4.28	70.94	
TP$_6$	11.78	82.72	1.00	81.72	
TP$_7$	0.95	93.05	11.33	92.10	
TP$_8$	7.43	99.57	11.31	88.22	
TP$_9$	2.56	90.78	2.58	88.20	
TP$_{10}$	2.69	90.89	9.96	80.93	
W	1.74	82.67	8.42	74.25	
TP$_{11}$	0.42	82.67	1.62	81.05	
TP$_{12}$	5.84	86.89	2.47	84.42	
TP$_{13}$	0.53	83.89	11.19	72.70	
TP$_{14}$	11.36	84.06	5.95	78.11	
TP$_{15}$	2.56	80.67	12.00	68.67	
TP$_{16}$	9.09	77.76	7.17	70.59	
TP$_{15}$	0.86	71.45	1.16	70.29	
TBM	0.86	71.45	2.81	69.64	FFS
TP$_{16}$	7.12	77.41	6.72	70.69	
TP$_{17}$	3.57	74.26	0.48	73.98	
TBM$_2$	7.58	81.36	3.69	78.67	
	6.57	85.24	7.08	78.16	

Error of closure = 0.16'

Top rail opposite milepost 746
West along dirt road
"
"
"

S [illegible]

W-2745 - at Sandy's Fruit Stand

Top of water faucet at Night-n-Gale Tourist Ct.

Sta.	BS	HI.	FS.	Elev.
BM$_1$				77.5
TBM$_1$	4.26	81.76	2.54	79.22
TP$_1$	5.18	84.40	0.01	84.39
TP$_2$	5.06	89.45	2.70	86.75
W	8.52	95.27	3.36	91.91
TP$_3$	3.36	95.27	10.13	85.14
TP$_4$	2.50	87.64	8.69	78.95
TBM$_1$	5.08	83.93	4.46	79.47

error of closure = 0.25'

STA	BS+	HI	FS	ELEV
TBM$_2$				84.42
W	6.40	90.82	6.37	84.45
TP$_1$	6.37	90.81	11.42	79.39
W	3.99	83.38	7.35	76.03
TP$_2$	7.35	83.38	0.36	83.02
TBM$_2$	7.35	90.37	6.03	84.34

ERROR OF CLOSURE 0.08'

DeBats ⊼
Sproul ⌀

7/31
hot
cloudy

top rail - milepost 742 - S Ocala
at crossing
at hwy.

w - 3731

7/30/56

Hot, Thunder Showers

Sproul ⊼
DeBats

w -

w - 2726

Sta.	Bs.	HI.	Fs.	Elev.
BM_1				149.20
TP_1	0.34	149.54	11.39	138.15
TP_2	0.09	138.24	11.75	126.49
TP_3	0.20	126.69	11.96	114.73
BM_2	1.89	116.62	7.42	109.20
TP_4	7.42	116.62	4.70	111.92
TP_5	10.79	122.71	0.55	122.16
TP_6	10.89	133.05	0.39	132.66
TP_7	10.47	143.13	0.58	142.55
TP_8	10.71	153.26	0.02	153.24
TP_9	2.88	156.12	0.64	155.48
W	2.01	157.49	1.14	156.35
TP_{10}	1.14	157.49	11.90	145.59
TP_{11}	0.83	146.42	11.43	134.99
TP_{12}	0.51	135.50	11.66	123.84
TP_{13}	1.51	125.35	11.88	113.47
TP_{14}	0.92	114.39	5.59	108.80
TP_{15}	0.74	109.54	9.83	99.71
TP_{16}	8.11	107.82	10.96	96.86
TP_{17}	1.86	98.72	7.23	91.49
TP_{18}	8.52	100.01	1.53	98.48
TP_{19}	2.67	101.15	11.44	89.71
TP_{20}	5.35	95.06	4.87	90.19
TP_{21}	11.66	101.85	0.04	101.81
W	7.50	109.31	6.40	102.91

DeBats ⊼
Sproul ϕ

8/1
Hot

SRD BM at IRVINE P.O. - A-79

SRD - at gate at pasture

W- 3142 350 yds. N side of hwy

W- 3149

Sta.	Bs.	HI	Fs.	Elev.
TP_{22}	6.40	109.31	11.42	97.89
TP_{23}	1.54	99.43	11.15	88.28
TP_{24}	8.46	96.74	1.43	95.31
TP_{25}	9.44	104.75	9.28	95.47
TP_{26}	4.76	100.23	8.46	91.77
TP_{27}	8.88	100.65	2.62	98.03
TP_{28}	11.70	109.73	4.60	105.13
TP_{29}	3.07	108.20	8.30	99.90
TP_{30}	10.42	110.32	1.82	108.50
TP_{31}	3.68	112.18	7.25	104.93
BM_{2}	7.68	112.61	3.48	109.13

error of closure = 0.07'

STA	BS+	HI	FS	ELEV.
BM,				74.66
W	4.07	78.73	5.59	73.14
BM,	5.59	78.73	4.07	74.66

error of closure = 0.00'

STA	BS+	HI	FS	ELEV.
BM.				91.8
TP_1	8.40	100.20	1.87	98.33
TP_2	2.85	101.18	6.46	94.72
TP_3	7.72	102.44	1.22	101.22
W	10.47	111.69	10.29	101.40
TP_4	10.29	111.69	12.00	99.69
TP_5	2.74	102.43	6.53	95.90
BM,	2.62	98.52	7.73	91.79

Error of closure = 0.01'

STA	BS+	HI	FS	ELEV.
BM.				110.84
TP_1	1.04	111.88	11.78	100.10
W	3.84	103.94	6.41	97.53
TP_2	6.41	103.94	2.82	101.12
BM,	11.58	112.70	1.90	110.80

error of closure = 0.04'

August 2, 1966
Hot, calm.

Spraul ⊼
DeBats ϕ

Hwz Zone

W-3834

top of rail - milepost 738

W-3294 Paradise Motel, 2 Mi. S of Ocala

City BM - corner - Palm & Newberry

W-3296

Sta.	Bs.	HI.	Fs.	Elev.	
BM$_1$				73.23	
W	6.02	79.25	7.18	72.07	
BM	7.18	79.25	6.02	73.23	
			error of	closure = 0.00'	
BM$_1$				134.86	
TP$_1$	4.55	139.41	11.96	127.45	
TP$_2$	0.99	128.44	11.46	116.98	
TP$_3$	0.61	117.59	11.91	105.68	
TP$_4$	1.15	106.83	11.05	95.78	
TP$_5$	1.69	97.47	11.86	85.61	
TP$_6$	0.32	85.93	11.60	74.33	
W	0.01	74.34	7.98	66.36	
TP$_7$	7.98	74.34	0.46	73.88	
TP$_8$	8.54	82.42	0.84	81.58	
W	5.32	86.90	3.61	83.29	
TP$_9$	3.61	86.90	0.45	86.45	
TP$_{10}$	10.77.	97.22	0.22	97.00	
TP$_{11}$	8.22	105.22	0.33	104.89	
TP$_{12}$	11.02	115.91	0.16	115.75	
TP$_{13}$	10.02	125.77	0.08	125.69	
BM$_1$	11.90	137.59	2.80	134.79	
			error of	closure = 0.07'	

August 2, 1966
Marion County

Sproul ⊼
DoBats ⊼

City marker at Madison & Oak - SE corne
W-3691

Aug. 3 —

Ocala Hotel Δ station

W-3689

W-3688

MARION COUNTY

STA	BS	HI	FS	ELEV
BM.				133.90
TP$_1$	4.80	138.70	4.37	134.33
TP$_2$	4.73	139.06	7.74	131.32
TP$_3$	0.09	131.41	11.17	120.24
TP$_4$	1.58	121.82	10.90	110.92
TP$_5$	2.02	112.94	10.25	102.69
W	1.93	104.62	7.50	97.12
TP$_6$	7.50	104.62	0.42	104.20
TP$_7$	11.37	114.57	0.60	113.97
TP$_8$	9.31	123.28	0.10	123.18
TP$_9$	11.30	134.48	1.36	133.84
BM$_1$	6.63	140.47	6.37	134.10

Error of closure = 0.20'

August 3, 1956

Hot, Clear
Spicut T
DeRota

City Bench mark
Cor Citrus Ave + Silver Springs Blvd
Along Silver Springs Blvd
Base of curb at Entrance to Sabal Motel
Along Silver Springs Blvd
"

W - 3295 At Ocala Motor Court
Curb Across street from Silver Springs Trailer Court

Dixie County

STA	BS	HI	FS	ELEV
BM_1				15.92
W	6.43	22.35	6.81	15.54
BM_1	6.81	22.35	6.43	15.92

error of closure = 0.00'

BM_1				16.71
TP_1	5.42	22.13	5.34	16.79
TP_2	6.21	23.00	5.72	17.28
TP_3	5.10	22.38	4.94	17.44
W	4.80	22.24	7.11	15.13
TP_4	7.11	22.24	5.56	16.68
TP_5	5.68	22.36	5.60	16.76
TP_6	5.51	22.27	6.21	16.06
BM	5.92	21.98	5.21	16.77

error of closure = 0.06'

8 August, 1956
Hot, Calm

Sproul ⊼
DeBolt ⌀

"47 ATA 1951 16"
AS-86

DeBolt ⊼
Sprowl ⌀

"46 ATA 1951 17"

AS-85

STA	BS	HI	FS	ELEV
BM$_1$				32.02
TP$_1$	5.24	37.26	5.20	32.06
TP$_2$	5.83	37.89	5.75	32.14
TP$_3$	5.50	37.64	5.64	32.00
W	6.26	38.26	6.49	31.77
TP$_4$	6.49	38.26	6.20	32.06
TP$_5$	5.73	37.79	6.00	31.79
TP$_6$	6.04	37.83	5.85	31.98
TP$_7$	5.53	37.51	5.46	32.05

ERROR of CLOSURE = 0.03

BM				55.63
W	5.88	61.51	5.70	55.81
BM	5.70	61.51'	5.88	55.63

error of closure = 0.06

AUGUST 7, 1956

Hot, Clear

In Steinhatchie W.K.A.

Second T

[illegible]

AS-102

AS-99 SW corner

STA	BS	HI	FS	ELEV
BM_{19}				19.20
TP_1	5.22	24.42	5.71	18.71
W	6.20	24.91	6.37	18.54
TP_2	6.37	24.91	6.43	18.53
TP_3	5.98	24.56	5.28	19.28
BM_{19}				

Error of Closure = 0.08'

BM_{15}				15.06
TP_1	4.61	19.67	5.55	14.12
TP_2	6.04	20.16	3.46	16.70
TP_3	4.30	21.00	5.39	15.61
TP_4	5.54	21.15	6.14	15.01
TP_5	5.94	20.95	5.42	15.53
W	6.10	21.63	6.06	15.57
TP_6	6.06	21.63	5.79	15.84
TP_7	5.04	20.88	4.99	15.89
TP_8	5.04	20.93	5.92	15.01
TP_9	5.02	20.03	5.12	14.91
BM_{15}	5.02	19.93	4.77	15.16

error of closure = 0.10

8/August, 1956

Sproul &
DeBets &
Hot, Clear

"45 ATA 1951 19"

AS-84

Fog —

8/9/56

"43-ATA 1951 15" - 10 mi S of Cross City

AS-BV

STA	BS	HI	FS	IFS	ELEV
BR_{13}					13.0
PD_{42}	4.4	17.4		9.3	-8.1-
PD_{43}				6.5	-10.9-
TP_1	5.5	16.4	7.2		9.2
TP_2	3.9	13.1	5.1		8.0
TP_3	4.5	12.5	5.1		7.4
TP_4	3.7	11.1	2.6		8.5
PD_{44}	3.5	12.0		5.3	-6.7-
TP_5	5.3	12.0	6.0		6.0
PD_{45}	4.7	10.7		5.2	-5.5-
PD_{47}				3.7	-7.0-
PD_{46}	4.8	11.8		5.8	-6.0-
TP_6	5.8	11.8	6.3		5.5
PD_{48}	5.6	11.1		5.2	-5.9-
TP_7	5.9	11.1	5.3		5.8
TP_8	5.3	11.1	5.7		5.4
TP_9	6.0	11.4	4.7		6.7
TP_{10}	6.2	12.9	5.9		7.0
PD_{49}	5.9	12.9		5.9	-7.0-
TP_{11}	5.9	12.9	7.3		5.6
PD_{51}	5.0	10.6		5.2	-5.4-
TP_{12}	5.2	10.6	5.6		5.0
PD_{50}	5.0	10.0		5.8	-4.2-

8 August, 1956

Hot, clear

Sproul ⊼

DeBatts φ

Profile along woods road from BR_{13}, NE/SW/SE/Sec 20, T9S, R10E, To Steinhatchee River, NE/SW/SE Sec 19, T9S, R10E

PD_{42} - 8.1'

PD_{43} - 10.9'

PD_{44} - 6.7'

PD_{45} - 5.5'

PD_{47} - 7.0'

PD_{46} - 6.0'

PD_{48} - 5.9'

PD_{49} - 7.0'

PD_{51} - 5.4'

PD_{50} - 4.2'

Gilchrist County

Sta.	BS.	HI.	FS.	Elev.
BM.	-			41.27
W	3.38	44.65	5.18	39.47
TP_1	5.18	44.65	4.19	40.46
TP_2	3.05	43.51	11.98	31.53
W	3.88	35.41	5.33	30.08
TP_3	5.33	35.41	2.34	33.07
TP_4	8.95	42.02	1.96	40.06
BM.	3.64	43.70	2.54	41.16

error of closure = 0.11'

DelBats ⊼
Sproul ϕ

8/13/56
Hot-Clear

SRD - 340 - 201+00 - 75' lt. 8" Oak-spike
AS-73 - S side road

AS-90 - top of outcrop at quarry

Putnam County

STA	BS^{+}	HI	FS^{-}	ELEV
BM_1				
TP_1	5.02		2.62	
TP_2	11.83		0.38	
TP_3	8.74		2.84	
TP_4	4.10		5.25	
TP_5	7.40		5.76	
TP_6	5.08		5.25	
TP_7	5.18		4.96	
TP_8	5.50		6.00	
W	5.15		5.75	
TP_9	5.75		5.51	
TP_{10}	6.45		5.32	
TP_{11}	5.47		6.22	
TP_{12}	6.35		6.57	
TP_{13}	5.27		5.40	
TP_{14}	6.49		7.90	
TP_{15}	0.62		11.22	
BM_1	0.03		6.99	

Aug 15, 1956
Hot, Cloudy

SPROUL ⊼
DeBats ϕ

△ HORSE 1935 ($\overset{\rightarrow}{\text{Horse}}$ #2 1935; ELEV 1.04' higher than △)

W-1838

Sta	Bs.	HI.	Fs.	Elev.
BM,				28.79
TP,	0.94	29.73	9.23	20.50
TP2	0.20	20.70	7.93	12.77
W	5.60	18.37	5.61	12.76
X	5.61	18.37	5.31	13.06
TP3	5.31	18.37	3.86	14.51
TP4	8.64	23.15	2.61	20.54
BM.	11.18	31.72	2.70	29.02

error of closure = 0.23'

BM,				12.133
TP,	0.63	11.50	6.41	5.09
TBm,	3.26	8.35	9.14	-1.21
W	9.34	8.13	0.85	7.28
TBM,	0.85	8.13	9.34	-1.21

DeBats ⊼
Sproul ϕ

8/16/56
hot, clear

BL-5 at Barden Cemetary

W-3835
for Hudson Paper - top wood base

Palatka J=tidal '

W-2924

Sta.	Bs.	HI.	Fs.	Elev.
BM_1				5.13
TP_1	5.74	10.87	4.96	5.91
TBM_1	6.20	12.11	5.40	6.71
TP_2	5.40	12.11	6.08	6.03
BM_1	5.02	11.05	5.90	5.15

error of closure = 0.02′

Sta.	Bs.	HI.	Fs.	Elev.
TBM_1				6.71
TP_1	6.12	12.83	3.17	9.66
TP_2	9.63	19.29	1.59	17.70
W	4.59	22.29	7.24	15.05
TP_3	7.24	22.29	4.59	17.70
TP_4	1.59	19.29	9.54	9.75
TBM_1	3.05	12.80	5.97	6.83

error of closure = 0.12′

DeCarts ⊼
Sproul φ

8/16/56
hot-clear

Palatka Perrin △

marked brick at end of road

W-2294 Cicero's Restaurant

Sta.	Bs.	HI.	Fs.	Elev.	SUPP ELEV
BM.				27.06	
TP$_{1}$	6.75	33.81	4.83	28.98	
TP$_{2}$	5.47	34.45	5.37	29.08	
TP$_{3}$	5.14	34.22	8.63	25.59	
TP$_{4}$	5.32	30.91	4.58	26.33	30.9
TP$_{5}$	7.44	33.77	4.79	28.98	
TP$_{6}$	6.30	35.28	7.75	27.53	
TP$_{7}$	0.63	28.16	9.45	18.71	
TP$_{8}$	0.39	19.10	9.81	9.29	
W	3.67	12.96	4.84	8.12	
MP			3.16		9.80
TP$_{9}$	3.67	12.96	1.16	11.80	
TP$_{10}$	10.03	21.83	0.73	21.10	
TP$_{1}$	7.00	28.10	0.43	27.67	✓
TP$_{12}$	7.38	35.05	6.60	28.45	
TP$_{13}$	4.57	33.02	7.66	25.36	
TP$_{14}$	5.10	30.46	4.17	26.29	
TP$_{15}$	8.44	34.73	5.93	28.80	
TP$_{16}$	5.23	34.03	5.60	28.43	
BM$_{1}$	4.86	33.29	6.25	27.04	

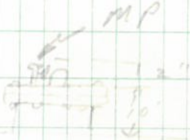
Error of Closure = 0.02'

8/17/56

BL-4 at Barden School

(GROUND) # 2-12 - Hudson Paper Co

Highest point on Casing



St. John's County

	BS	HI	FS	Elev.
BM,				7.89
W	5.36	13.25	3.89	9.36
BM,	3.89	13.25	5.35	7.90

Error of Closure = 0.01'

Volusia County

BM.				78.33
TP_1	4.55	82.88	10.13	72.75
TP_2	1.62	74.37	3.76	70.61
TP_3	6.36	76.97	4.70	72.27
W	8.84	81.11	5.25	75.86
TP_4	5.25	81.11	8.80	72.31
TP_5	5.18	77.49	6.11	71.38
TP_6	3.60	74.98	1.50	73.48
BM,	9.61	83.09	4.67	78.42

error of closure = 0.09'

8/17/56
Sproul & DeBats

Hastings -
W -3058; At County Health Clinic

8/18/56 - hot

M-80 N of Pierson Station

W - 923 W.R. Bates

Putnam Cty.

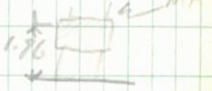
STA	BS	HI	FS	ELEV	SUPP ELEV
BM1					
TBM	0.15		7.98		
TP1	9.10		6.00		
TP2	5.53		5.44		
W	6.47		0.70		→+1.86↓
TP3	0.70		9.29		
TBM	4.47		6.74		
BM1				22.91	
TP1	4.46	27.37	5.69	21.68	
TP2	2.15	23.83	11.75	12.08	
TP3	0.28	12.36	11.85	0.51	
TP4	7.64	8.15	5.69	2.46	
W	5.69	8.15	0.72	7.43	
TP5	11.33	18.76	0.70	18.06	
TP6	8.94	27.00	5.34	21.66	
BM1	5.26	26.92	4.09	22.83	

error of closure = 0.08'

8/18/56
Not clear.
Depots ϕ
Spool ⊤

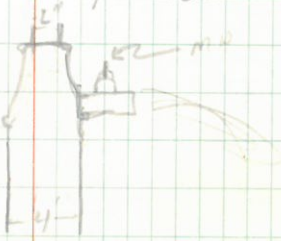
"Crescent" #2 - 1935
on Shore of lake Stella

Ground elev.
Top of Coupling on Casing



Welaka N-19

top of casing USGS Well 55



Sta.	Bs.	HI.	Fs.	Elev.	
BM,				29.97	
TP_1	5.27	35.24	5.69	29.55	
TP_2	6.40	35.95	4.60	31.35	
TP_3	6.11	37.46	5.40	32.06	
TP_4	6.12	38.18	7.76	30.42	
TP_5	7.73	38.15	4.60	33.55	
TP_6	5.47	39.02	5.34	33.68	
TP_7	4.98	38.66	7.42	31.24	
TP_8	3.63	34.87	5.60	29.27	
W	3.80	33.07	9.60	23.47	
			7.82		25.25
TP_9	9.60	33.07	4.58	28.49	
TP_{10}	6.43	34.92	2.51	32.41	
TP_{11}	5.22	37.63	5.10	32.53	
TP_{12}	5.34	37.87	5.87	32.00	
TP_{13}	6.10	38.10	7.48	30.62	
TP_{14}	5.79	36.41	5.22	31.19	
TP_{15}	5.60	36.79	6.69	30.10	
	5.30	35.40	6.38	29.02	
	5.82	34.84	5.04	29.80	

Error of closure = 0.17'

8/20/56

Springside - BL-6

Mark on tree left on trail road - 38.15'

Ground well #5 - 12"

MP

3.05

11.53
1.58
9.95

5.45
5.11
10.56
7.03
3.53

8.03

7.03

6.94
.5
6.44

10.8
.3
5

9.05
.17
9.98
[illegible]

2.94
39.07
42.01

10.62
4.81
5.81

29
23
25

10.25
.63
9.62

.75