

1
9
5
7

1957

COUNTY

CLAY

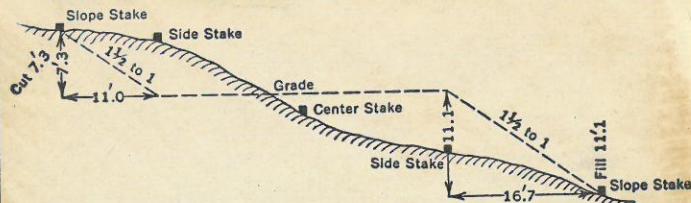
DUVAL

St. JOHN'S

U.S.G.S. Wells

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING Roadway of any Width. Side Slopes $1\frac{1}{2}$ to 1.

In the figure below: opposite 7 under "Cut or Fill" and under .3 read 11.0, the distance out from the side stake at left. Also, opposite 11 under "Cut or Fill" and under .1 read 16.7, the distance out from the side stake at right.



Cut or Fill	Distance out from Side or Shoulder Stake										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
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

Stevens S. Co.
2555 W. Beaver

THE H. & W. B. DREW CO.
22 W. BAY ST. • TELEPHONE 35511
JACKSONVILLE 1, FLORIDA
MIAMI • TALLAHASSEE • ORLANDO

Book

Thru

The paper in this book No. 373 A
is made of 50% high grade rag stock
with a WATER RESISTING surface sizing.

CONTENTS

Page

Well Number

W.S.G.S. Wells that have
not been assigned #G.S.
Well numbers
1-9

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10 DU 3591

11 Cy 2780

12 DU 3674

13 DU 2276

14 DU 4202

15 DU 3345

16 DU 4112

17 R 2718

18 S; 4244 & 4245

1) U.S.G.S. TW# 812-035-1

18 Aug 1957
Sunny & Brt

J.P. Kilboorn T
D.A. Whitehead

Sta	BS	HI	FS	Elev
U.S.C. & G.S. BM	5.63	18.63		13.00
LSD W-812-035			5.90	12.73
Top of casing			4.62	14.01

$$\Sigma FS = 5.90$$

$$\Sigma BS = 5.63$$

$$.27 \text{ K.27}$$

SEA PARK

HONES

EAU GALIE
CAUSEWAY

BM
Well

ATLANTIC OCEAN

V U.S.G.S. W-808-035-1

Aug 18, 1957
Fair & Bright

D.A. Whitehead Jr
J.P. Kilbourn

Sta B.S. HI FS Elevation

Rd Intersection 4.23 19.23 15.00

TP-1 5.46 20.90 3.79 15.44

L.S.D. TWth 808-035-1 6.12 14.78

TOP OF CASINO 4.46 16.44

$\Sigma FS = 9.91$

$\Sigma BS = 9.69$

22 CK 22

The B.M. could not be found
so the elevation was assumed
at the rd intersection where
the B.M. should have been.

ATLANTIC OCEAN
U.S. A/4
SR 518

U.S.G.S. W-803-033-1

Aug. 18, 1957

J.P. Kilbourn A

Fair & Bright

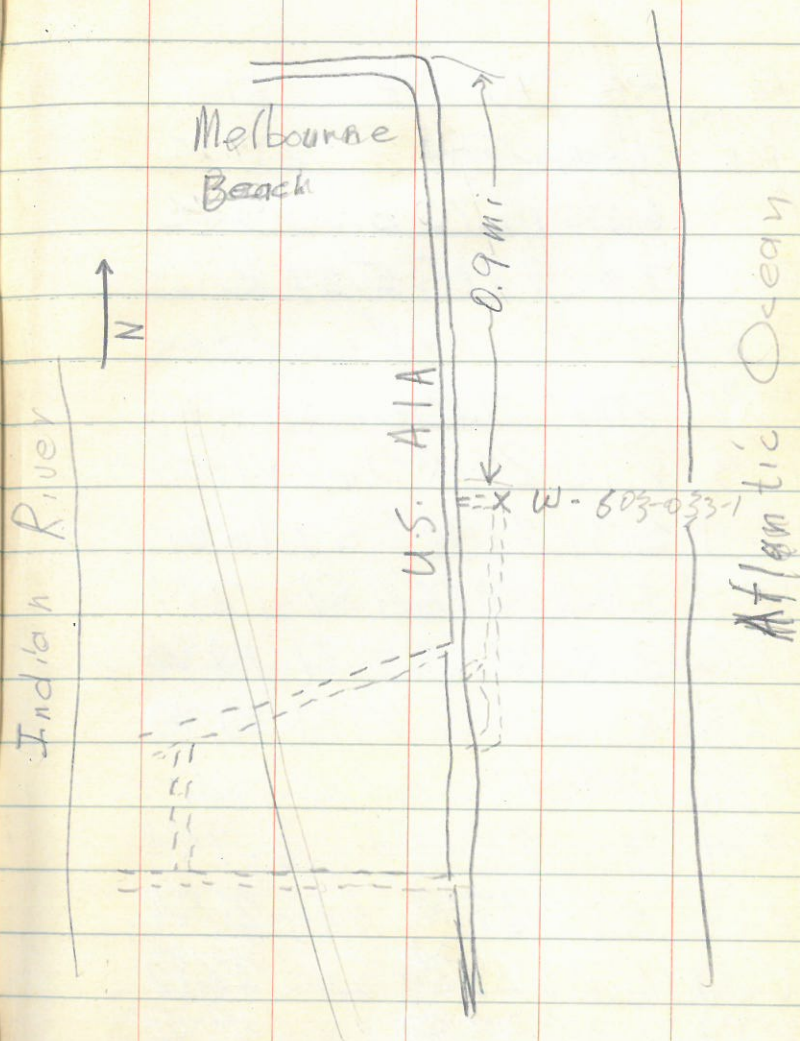
D.A. Whitelord

Sta	B.S.	HI	FS	Elev
Road Intersection	4.00	21.00		17.00
LSB			6.33	14.67
W-803-033-1			2.07	18.93
Top of cutting				

$$\sum FS = 6.33$$

$$\sum BS = 4.00$$

$$2.33 \text{ or } 2.33$$



U. S. G. S. ²W-755-031-1

'W-755-031-2 ³W 755-032-1

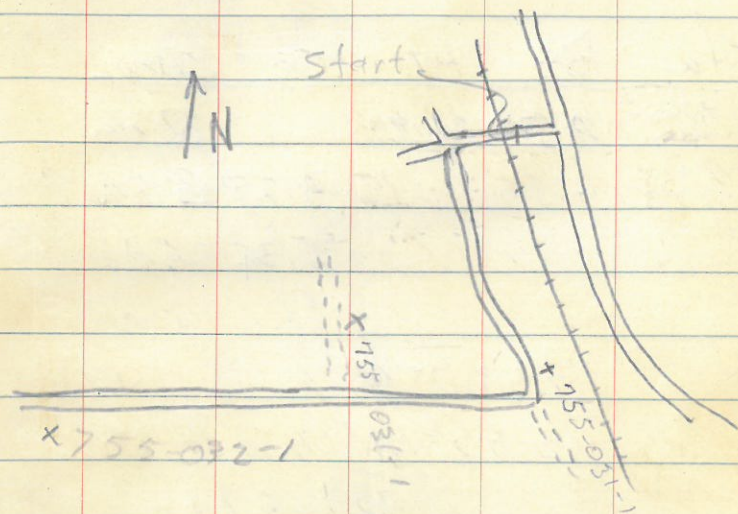
Aug. 18, 1957

D.A. Whitehead &

Fair + Bright

J. P. Kilbourn

Sta	B.S.	HI	FS	Elev
at R.R.	7.54	15.04		7.50
TP-1	6.25	15.70	5.59	9.45
TP-2	7.92	18.05	5.57	10.13
031-2 L.S.D.			8.00	10.05
TOP OF CASING	5.78	17.70	6.13	11.92
TP-3	8.10	25.18	0.62	17.08
TP-4	5.31	21.92	8.57	16.61
TP-5	5.94	23.05	4.81	17.11
TP-6	3.19	22.53	3.71	19.34
031-1 L.S.D.			2.74	19.79
TOP OF CASING	APPROX. 6' out of gnd.			
TP-7	7.55	25.39	4.69	17.84
TP-8	5.25	27.19	3.45	21.94
TP-9	6.07	28.26	5.00	22.19
TP-10	6.22	28.89	5.59	22.67
032-1 L.S.D.			4.67	24.22
TOP OF CASING			3.10	25.79



The BM could not be found. Elev. was assumed at $\frac{1}{2}$ of road near BM location

Σ BS	75.12	24.22
Σ FS	58.40	7.50
	16.72	16.72

5) U.S.G.S. W# 159-035-1

Sta	BS	HI	FS	Elev
Rd inter- section LSD	4.79	26.79		22.00
To 759-035-1 Top of casing			4.25	22.54
			2.34	24.15

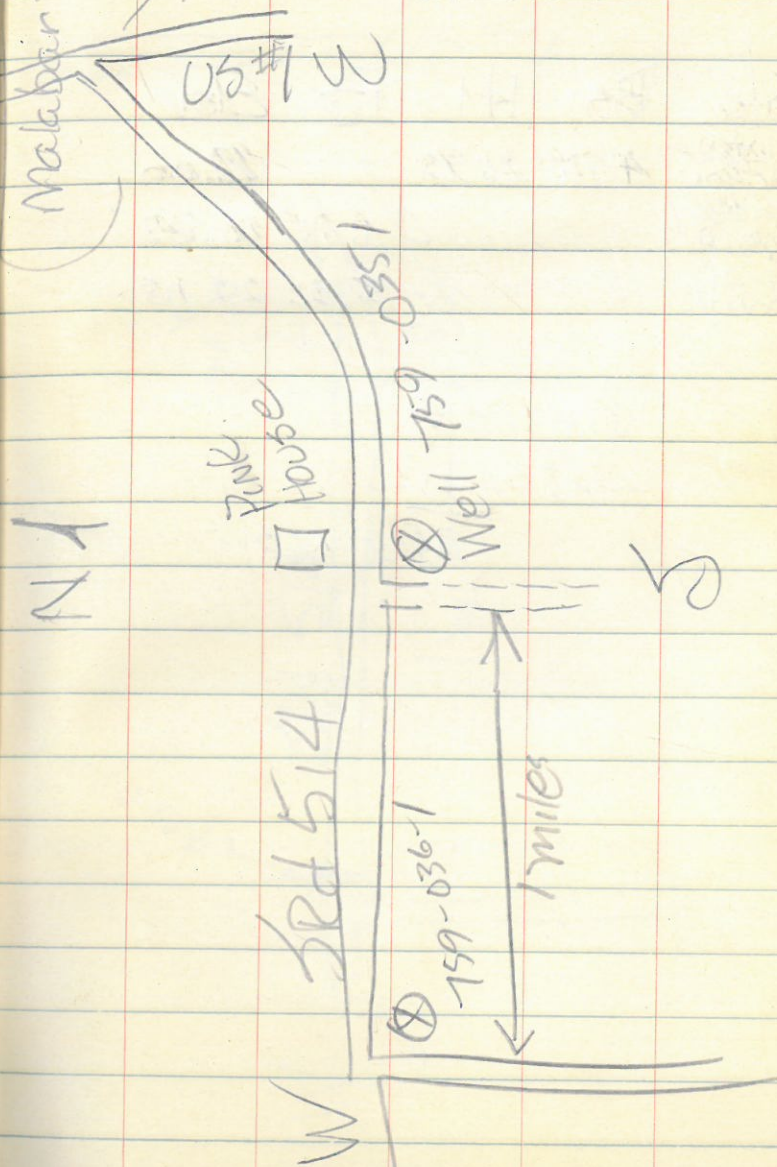
$$\Sigma BS = 4.79$$

$$\Sigma FS = 4.25$$

$$54 \text{ ck } 54$$

14 Aug 57
Cloudy & Rain

J.P. Kilbourn &
J.A. Whitehead



U.S.G.S. # 759-036-1

18 Aug 1957
Cloudy & Rain

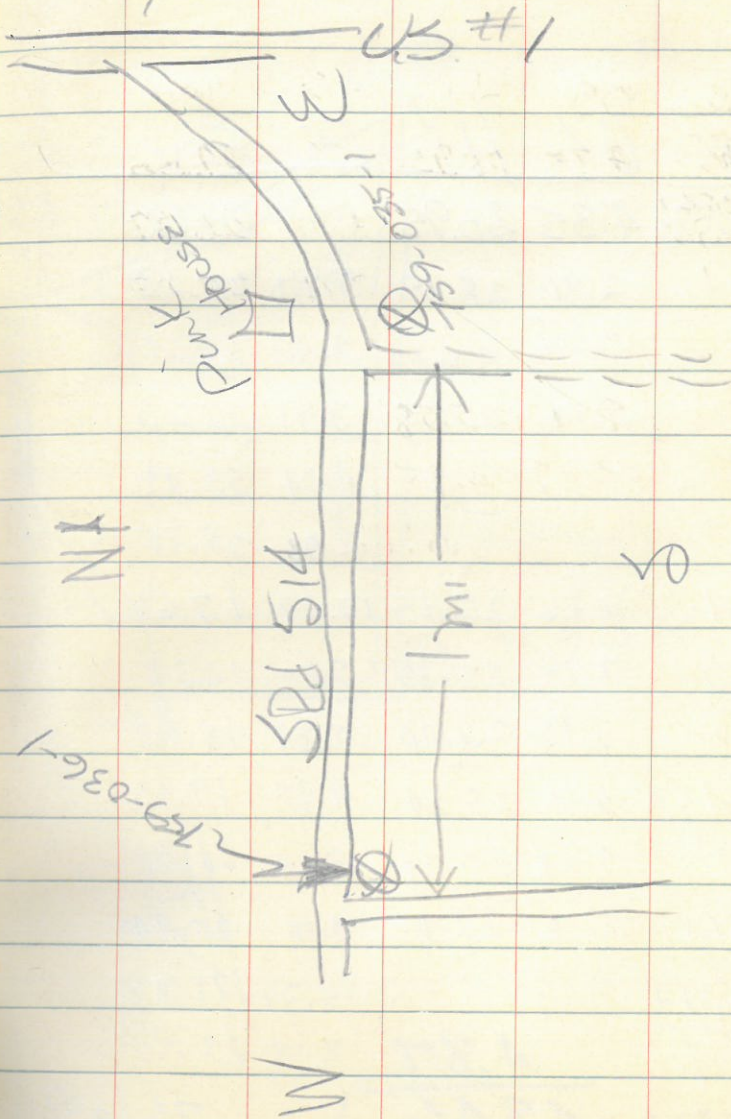
J.P. Kilbourn &
D.A. Whitehead

Sta	Bs	Hi	Fs	Elev
Rd INTER-SECTION	4.95	25.95		21.00
752-036-1				
L.S.D.			5.58	20.37
Tot of cases			3.92	22.03

$$\sum PS = 5.58$$

$$\angle B \hat{S} = 4.95$$

1.63 CK 1.63



1) U.S.G.S. # 759-033-1 &
759-034-12

18 Aug 57
Cloudy & Rain

J.P. Kilbourn &
J.A. Whitehead

Sta BS HI B Elev

U.S.C. # 65,
BNG-33 4.35 30.95 26.60

TP 1 2.91 28.09 5.77 25.18

TP 2 3.52 26.16 5.45 22.64

TP 3 5.53 27.78 3.91 22.25

LSD
759-033-1 4.04 23.74

Top of
casing 2.03 25.75

TP 4 4.46 22.15 10.09 17.69

TP 5 7.00 23.33 5.82 16.33

TP 6 3.95 22.00 5.28 18.05

TP 7 6.14 23.24 4.90 17.10

TP 8 5.24 25.24 3.24 20.00

TP 9 5.36 27.10 3.50 21.74

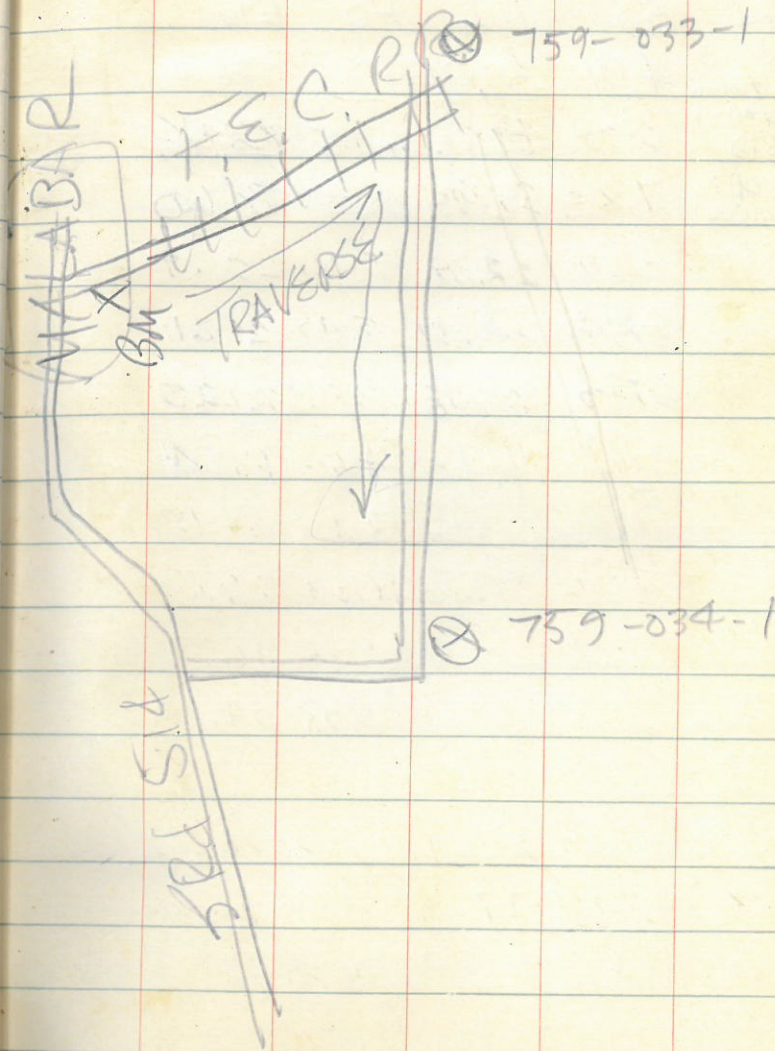
LSD
759-034-1 5.37 21.73

Top of
casing 4.87 3.78 23.32

Σ BS - 48.46

Σ FS 53.33

Obs - 26.60
- 21.73
4.87



U.S.G.S. W-808-041-4

Aug. 18, 1957

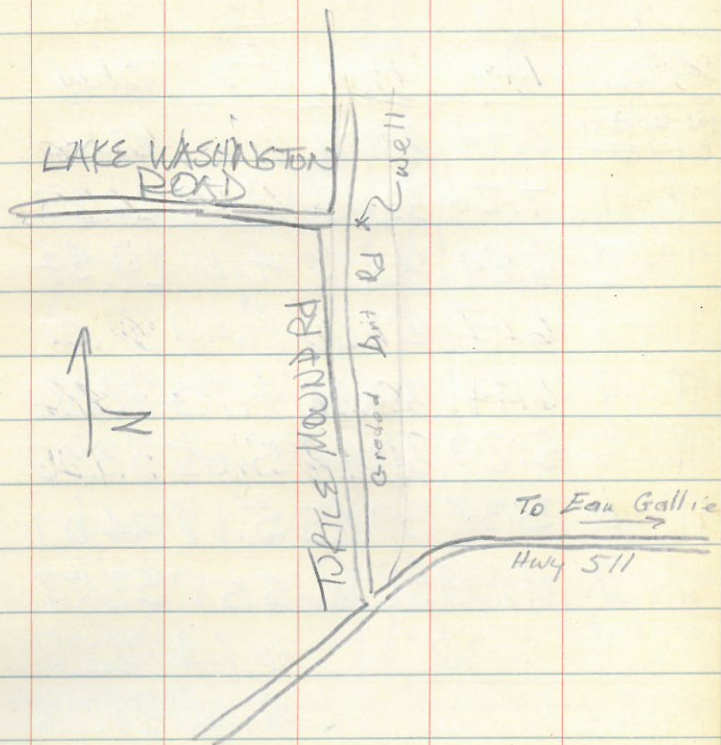
D.A. Whitehead &

Cloudy

J. P. Kilbourn

	Sta	BS	HI	FS	Elev.
Road Intersection W-041-1		4.91	32.91		28.00
L.S.D.				6.05	26.86
TOP OF CASING				4.31	28.60

SBS	4.91	28.00
FS	6.05	26.86
1.14 ds	1.14	



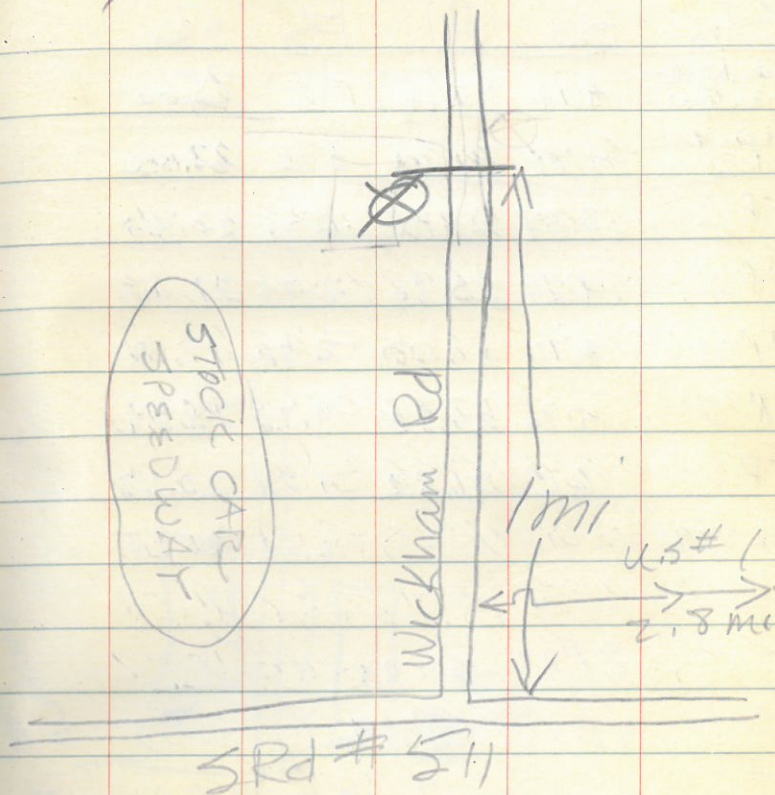
9) U.S. G.S. TW # 809-040-1

19 Aug. 1957
Sunny & Brt

D.A. Whitford T
J.P. Kilbourn

Sta	Ds	H _L	F ₂	Elev
Reinter-section	6.74	29.74		23.00
TP-1	7.20	33.45	3.49	26.25
TP-2	6.24	35.58	4.11	29.34
TP-3	6.17	37.26	4.49	31.09
TP-4	6.44	39.00	4.70	32.56
TP-5	5.29	39.24	5.05	33.95
TP-6	5.38	39.45	5.17	34.07
TP-7	4.99	38.86	5.58	33.87
809-040-1 L.S.D			6.64	32.22
Top of Casing			4.58	34.28

GBS 4845 32.22
 EFB 3973 23.00
 9.22 Chs 9.22



10) St. Josephs Sch.
W# 3591

20 Aug. 57
Cloudy & Rain

J.P. Kilbourn &
J.A. Whitehead

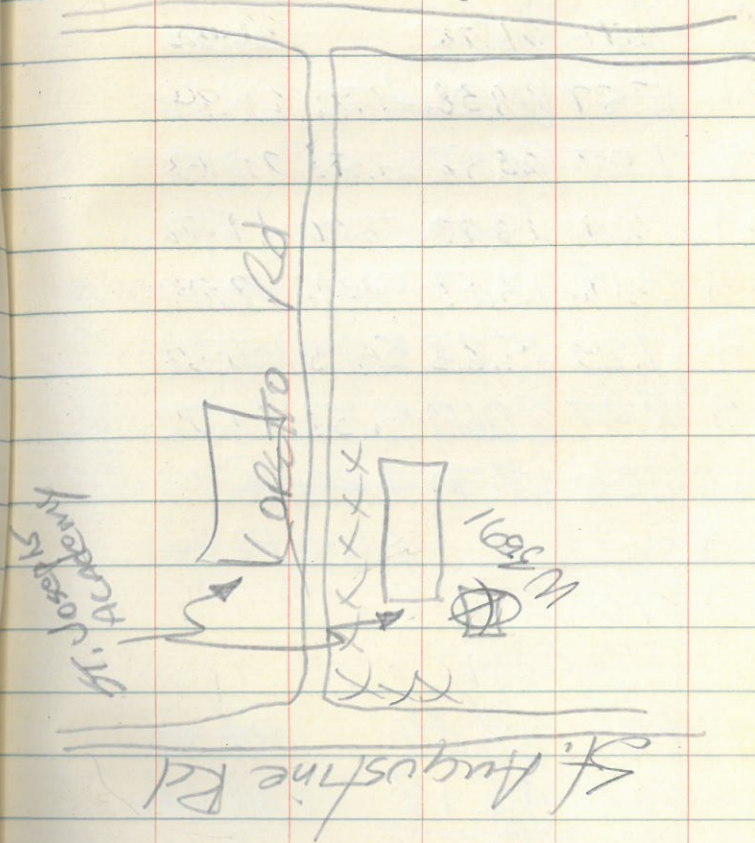
Sta	BS	HI	FS	Elev
Rd INTER-SECTION	4.14	32.14		28.00
TP 1	4.71	31.73	5.12	27.02
TP 2	3.39	28.38	6.74	24.99
TP 3	4.23	25.86	6.75	21.63
TP 4	4.74	23.77	6.80	19.06
TP 5	5.76	24.75	4.78	18.99
TP 6	6.15	26.82	4.08	20.67
W-3591			6.58	20.24

$\Sigma FS = 40.85$

$\Sigma BS = 33.09$

7.76 ck 7.76

SRD # 13



11)

W-2780

Orange Park

Aug. 20, 1957

Cloudy & Bright

RAIN

D.A. Whitehead

J.P. Kilbourn

Sta	BS	HI	FS	Elev
USC+55				
BE 69	4.25	28.25		24.00
TP-1	5.57	29.06	4.76	23.49
TP-2	1.97	24.52	6.51	22.55
TBM-1	.69	19.40	5.81	18.71
TP-3	3.18	13.17	9.41	9.99
TP-4	7.29	15.23	5.23	7.94
TP-5	8.97	20.69	3.51	11.72
TP-6	1.50	17.70	4.40	16.29
W-2780			5.55	12.24

EBS 33.42 24.00

EFS 45.18 12.24

11.76 obs 11.76

ORANGE
PARK

TBM-1 Hole in center top of
conc. turtle, closest to
HWY 17 Edge just S of
Govt Employees Finance
Corp. Orange Park, Fla.

W-2780



HOV 5
POINT

U.S. # 17

12) W-3674
City of Vax. Bch.

21 Aug 1957
Cloudy

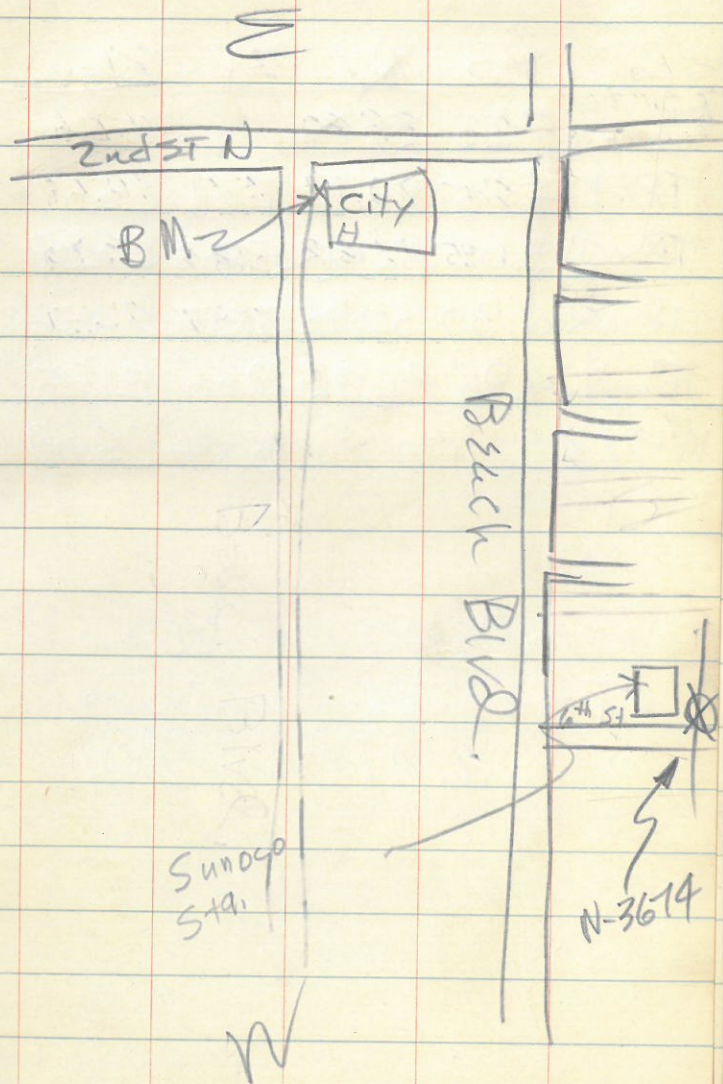
J.P. Kilbourn
D.A. Whitehead

Sta	BS	HI	FS	Elev
U.S.C. & G.S. BM. by Bch. B	4.60	15.65		11.05
TP 1	5.10	15.18	5.57	10.08
TP 2	5.88	15.62	5.44	9.74
W-3674			3.95	11.67

$$\Sigma BS = 15.58$$

$$\Sigma FS = 14.96$$

$$.62 \text{ ck } 62$$



13) W-2276
Ortega Subdv.

Aug. 21, 1957
Fair

D.A. Whitehead T
J.P. Kilbourn

Sta	BS	HI	FS	Elev
Road Intersection	7.23	33.23		26.00
TP-1	4.25	29.77	7.71	25.52
TP-2	3.05	26.93	5.89	23.88
TP-3	6.39	30.95	2.37	24.56
TP-4	4.98	26.93	9.00	21.95
W-2276			3.84	23.09

SBS 25.90 26.00
EFS 28.81 23.09
2.91 cks 2.91

San Juan Anti

Hyde Pk. Rd.

0.3 mi

0.6

W-2276

Cedar River

N

14) W-4202
City of Baldwin

26 Aug. 1957
Sunny & Hot

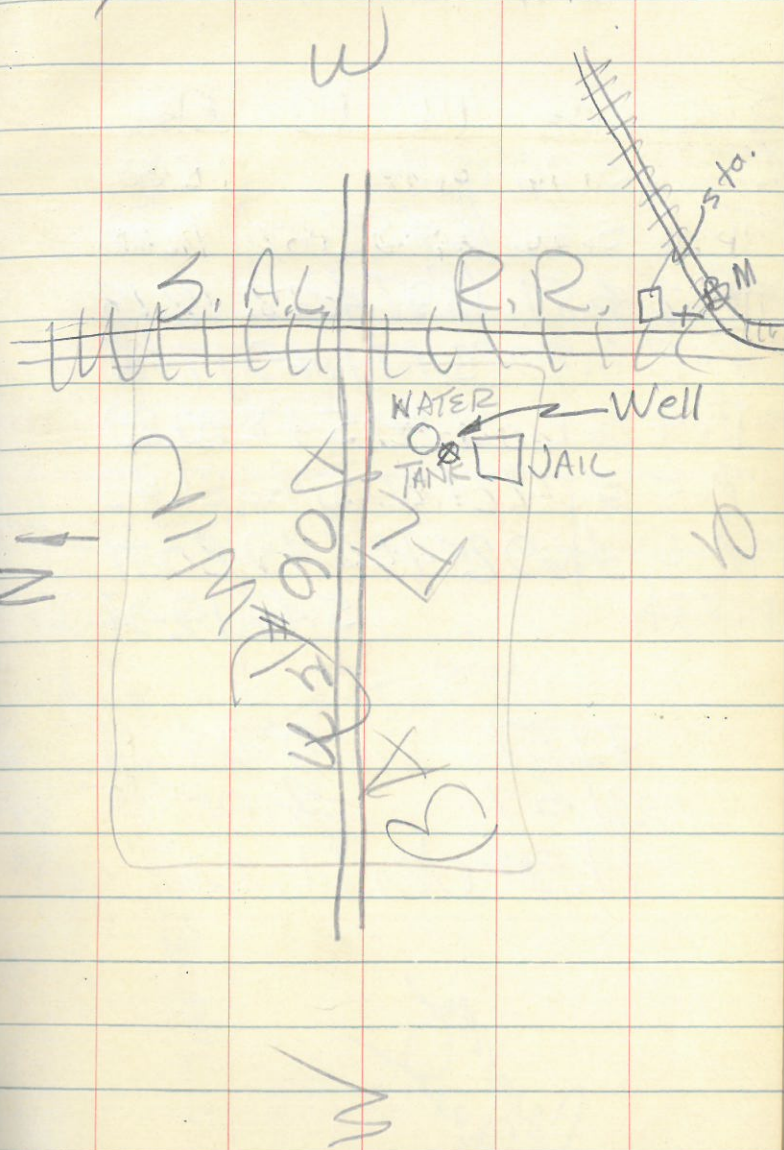
J.P. Kilbourn &
D.A. Whitehead

Sta	Bs	HI	Fs	Elev
u.s.c. & G.S. BM M-2	4.97	91.84		86.87
TP 1	3.14	89.75	5.23	86.61
W-4202			3.95	85.80

$$\Sigma FS = 9.18$$

$$\Sigma BS = 8.11$$

$$1.07 \text{ ck } 1.07$$



15/

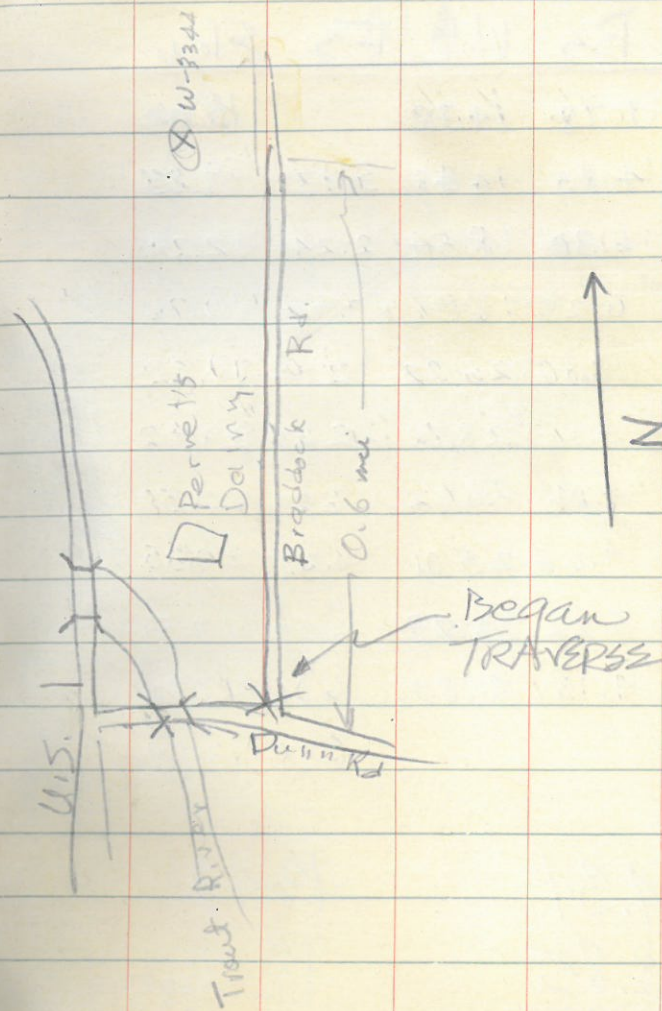
W-3345
Dinsmore

Sta	BS	HI	FS	Elev
Road Intersection	5.96	13.96		8.00
TP-1	5.36	16.45	2.87	11.09
TP-2	6.84	18.97	4.32	12.13
TP-3	8.29	25.77	1.49	17.48
TP-4	6.60	26.89	5.48	20.29
TP-5	5.77	27.20	5.46	21.43
TP-6	4.69	25.40	6.49	20.71
W-3344			5.46	19.94

43.51
31.57
11.94

19.94
8.00
11.94

Carbon
Quartz

Aug. 26, 1957
Fair & BrightD.A. Whitehead &
J. P. Kilbourn

16/ W-4112
St. REGIS PAPER Co.

Sta	Bs	HI	Fs	Elev
REL INTER-SECTION	1.78	14.78		13.00
TP 1	4.83	14.48	5.13	9.65
TP 2	6.30	18.54	2.24	12.24
TP 3	6.20	16.96	7.78	10.76
TP 4	11.80	26.02	2.74	14.22
TP 5	5.36	28.78	2.60	23.42
TP 6	4.04	26.62	6.20	22.58
TP 7	4.66	25.01	6.27	20.35
TP 8	5.22	23.73	6.50	18.51
TP 9	4.15	21.87	6.01	17.72
W-4/12			8.38	13.49

ES 54.34

EP 53.85

49 ch

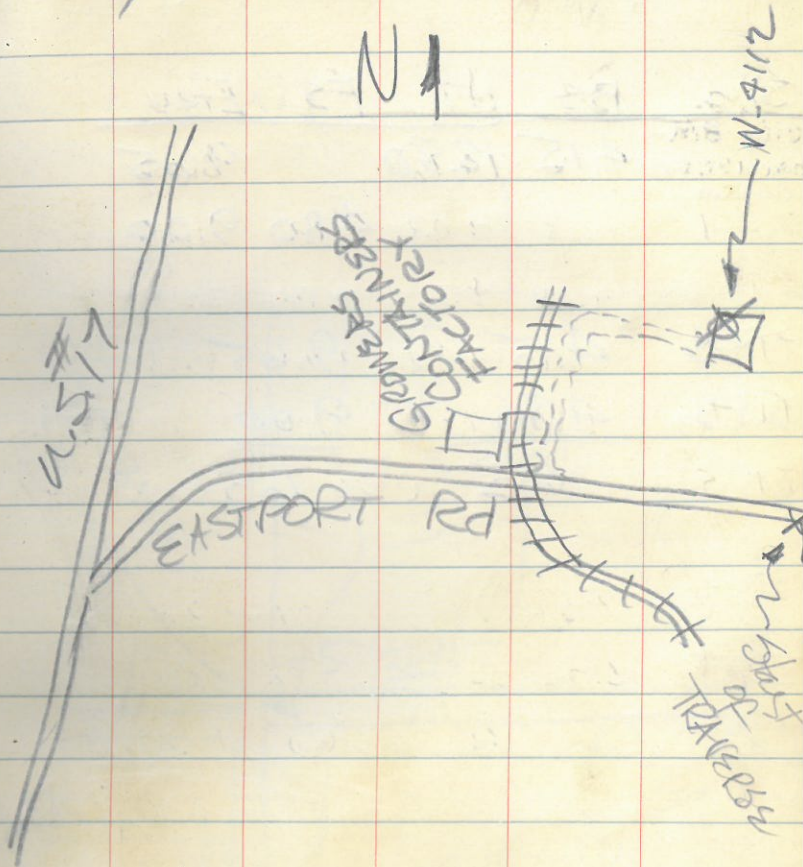
1349

14.00

49

26 Aug 57 J.P. Kilbourn T.
Sunny & Bit D.A. Whitehead

N 1



17)

W-3718

Atlantic Beach (City of)

Aug. 27, 1957

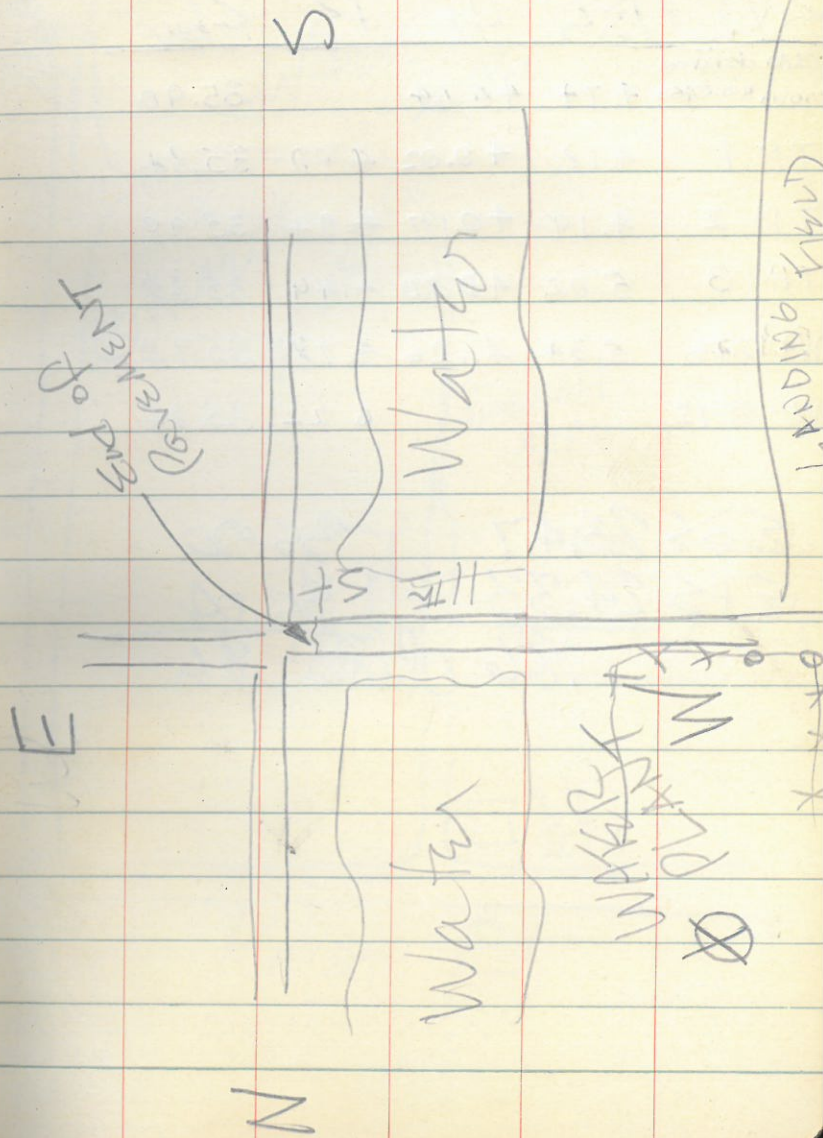
DA. Whitehead T

Cloudy & Bright

J.P. Kilbourn

Sta	BS	HI	FS	Elev.
City BM from u.s.c & G.S. datum	4.15	13.80		9.65
			4.80	9.00

ERBS	4.15	9.65
SFS	4.80	9.00
	.65	chs 65



18) Wells # 4244 (City Well) &
4245 (City Well)

Sta	BS	HI	FS	Elev
TBM derived from u.s. c&gs	4.74	40.64		35.90
TP 1	4.18	40.02	4.80	35.84
TP 2	4.19	40.17	4.04	35.98
TP 3	5.02	40.70	4.49	35.68
W-4244	5.34	41.26	4.78	35.92
W-4245			6.22	35.04

Σ BS 23.47 35.90
Σ FS 24.33 35.04

 .86 checks .86

28 Aug 57 J.P. Kilbourn
Sunny & Bst J.A. Whitehead

NA

