

4

1
9
4
9

4

COUNTY

4

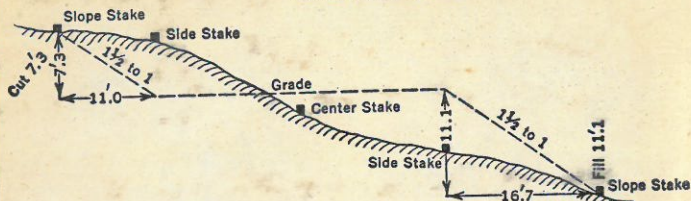
1949

HILLSBOROUGH
INDIAN RIVER
OSCEOLA
POLK

#4

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

FLORIDA
GEOLOGICAL
SURVEY

Box 631

TALLAHASSEE, FLA

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

4

LEVEL - H.T. CHITTUM

ROD - T.E. RANDALL

TRAV #102

CONT

OSCEOLA CO

RETRACE

OCT. 3, 1949

Cool & Windy

Sta	+S	HI	-S	ELV
TRAV #1	3.76	77.19	9.8	73.43
TP23	9.55	81.87	4.87	72.32
TP24	6.11	85.76	2.22	79.65
TP25	4.42	85.84	4.34	81.42
TP26	3.98	86.02	3.80	82.04
TP27	4.39	85.96	4.45	81.57
TP28	3.82	85.83	3.95	82.01
TP29	2.74	84.21	4.36	81.47
TP30	2.31	80.32	6.20	78.01
TP31	2.56	77.16	5.72	74.60
TP32	4.08	75.97	5.27	71.89
TP33	3.34	75.86	3.45	72.52
TP34	3.83	75.93	3.76	72.10
TP35	3.02	73.66	5.29	70.64
TP36	1.89	69.26	6.29	67.37
TP37	7.56	72.33	4.49	64.77
TP38	5.17	75.66	1.84	70.49
AP3	72.53		2.87	72.79 72.80
	73.17		73.17	0.64
	.64			

El. diff. 0.64 CHECK

TRAV. # 103

OSGOLA CO.

Leveling From BM 51.8101 D 1936 to W-1452

OCT 4, 1949

CLEAR + WINDY

Sta	+S	HI	-S	E/V
BM	3.47	78.47	² 4	75.00
TP ₁	4.53	77.67	5.33	73.14
TP ₂	4.03	77.52	4.18	73.49
TP ₃	4.14	77.60	4.06	73.46
TP ₄	4.09	77.55	4.14	73.46
TP ₅	4.65	78.11	4.09	73.46
TP ₆	2.86	78.89	2.08	76.03
TP ₇	4.91	79.29	4.51	74.38
TP ₈	5.06	79.40	4.95	74.34
W-1452	37.74		6.61	72.79 ^{72.79}
	<u>37.93</u>		39.95	2.21
	2.21			

Elev. diff 2.21 CHECK

W-1452	² 6.48	79.27		72.79
TP ₁	4.81	79.26	² 1	74.45
TP ₂	4.60	79.04	4.82	74.44
TP ₃	4.16	78.04	5.16	73.88
TP ₄	4.00	77.72	4.32	73.72
TP ₅	4.34	77.96	4.10	73.62
TP ₆	28.39		5.16	22.80
	<u>28.38</u>		28.38	0.01

Elev. diff. 0.01 CHECK

TRAV #103

OSCEOLA CO.

RETRACE

OCT 4, 1949

RAIN + High WIND
ACROSS LAKE.

Sta	+S	HI	S	EL.
TP ₆	4.85	77.65		72.80
TP ₇	4.59	77.96	4.28	73.31
TP ₈	5.57	78.83	4.70	73.26
BM	15.01		3.87	75.01 (75.00)
	12.80		12.80	2.21 ✓
	2.21			

→ HARBOR BM USED 1936 75.003
ABOUT CENTER W. JETTY CITY
DOCK ST. CLOUD.

E.L. DIFF. 2.21 CHECK

W-1452 IS 72.79

TRAV #104
LEVELING FROM BM.R 59 to W-996

OSCEOLA CO

OCT. 4, 1949

CLEAR & WINDY

STA	+S	HI	-S	Elev	
R 59	5.76	80.39	10.6	74.63	→
TP ₁	4.31	79.85	4.85	75.54	
TP ₂	3.12	79.30	3.67	76.18	
TP ₃	5.11	79.21	5.20	74.10	
TP ₄	3.53	76.66	6.08	73.13	
TP ₅	3.42	75.33	4.75	71.91	
TP ₆	3.26	73.09	5.50	69.83	
TP ₇	4.41	72.34	5.16	67.93	
TP ₈	3.46	73.82	1.98	70.36	→
TP ₉	5.67	76.65	2.84	70.98	
TP ₁₀	4.15	76.84	3.96	72.69	
TP ₁₁	4.37	77.41	3.80	73.04	
TP ₁₂	4.66	77.37	4.70	72.71	
TP ₁₃	3.60	76.15	4.82	72.55	
TP ₁₄	4.18	75.53	4.80	71.35	
TP ₁₅	6.63	79.56	2.60	72.93	
TP ₁₆	5.45	82.67	2.34	77.22	
TP ₁₇	75.09		4.35	78.32	
	71.40		71.40	3.69	
	3.69				

ST. CLOUD. 2.5 mi. E. of P.O. on US#192

AT JUNCTION ST. HWY #15 74.632

TOP CONC. POST NEAREST BRIDGE ON
E SIDE ST. RD #15 S. OF BRIDGE #15

El. diff. 3.69 CHECK

TRAV #104

CONT.

OSCEOLA CO.

OCT. 4, 1949

RAIN SQUALLS + WIND

	5 +			
TP ₁₇	4.46	82.78	4.5	78.32
TP ₁₈	4.04	82.05	4.77	78.01
TP ₁₉	4.65	81.65	5.05	77.00
TP ₂₀	3.73	81.40	3.98	77.67
TP ₂₁	2.91	77.87	6.44	74.96
TP ₂₂	8.95	82.16	4.66	73.21
TBM #1	2.01	82.84	1.33	80.83 →
TP ₂₃	1.42	76.69	7.57	75.27
TP ₂₄	3.99	76.66	4.02	72.67
TP ₂₅	5.26	81.34	0.58	76.08
W-996	41.42		3.43	77.91
	<u>41.83</u>		41.83	.41 ✓
	.41			

— RETRACE —

W-996	3.33	81.24		77.91
TP ₁	0.52	76.52	5.24	76.00
TP ₂	5.47	78.13	3.86	72.66
TP ₃	6.10	83.36	0.87	77.26
TBM #1	15.42		2.52	80.84
	<u>12.49</u>		17.49	2.93 ✓
	2.93			

TOP N.W. COR. OF CONC. BASE OF GULF
GAS SIGN ON E. SIDE OF ST. RD. # 15 AT
NARCOOSSEE. ABOUT 60' E OF POST OFFICE.

CONC. FLOOR

EL. DIFF.

2.41

CHECK

EL. DIFF.

2.93 CHECK

— RETRACE —

OCT. 5, 1949

HOT + SUNNY

Sta	+S	HL	-S	El.
TBM#1	^{7.8} 1.15	81.99	^{9.4}	80.84
TP ₄	4.39	77.76	8.62	73.37
TP ₅	6.25	80.08	3.93	73.83
TP ₆	4.68	82.11	2.65	77.43
TP ₇	4.54	82.85	3.80	78.31
TP ₈	4.62	82.54	4.93	77.92
TP ₉	4.43	82.92	4.05	78.49
TP ₁₀	2.58	80.80	4.70	78.22
TP ₁₁	2.48	76.88	6.40	74.40
TP ₁₂	4.61	76.56	4.93	71.95
TP ₁₃	4.37	76.92	4.01	72.55
TP ₁₄	4.73	77.23	4.42	72.50
TP ₁₅	4.54	76.84	4.93	72.30
TP ₁₆	4.22	76.76	4.30	72.54
TP ₁₇	3.86	74.86	5.76	71.00
TP ₁₈	2.06	72.36	4.56	70.30 70.36
TP ₁₉	5.00	72.70	4.66	67.70
TP ₂₀	68.51		3.23	69.47
	79.88		79.88	11.37 ✓
	11.37			

(TP₁₈)

El. diff. 11.37 CHECK

TRAV #104

— RETRACE —

OCT 5, 1949

NOT + SUNNY

Sta	+S	HI	-S	El.
TP ₂₀	^{2 3} 5.36	74.83	, ,	69.47
TP ₂₁	5.45	76.84	3.44	71.39
TP ₂₂	4.56	78.92	2.48	74.36
TP ₂₃	4.23	78.94	4.21	74.71
TP ₂₄	3.67	80.13	2.48	76.46
TP ₂₅	5.09	80.56	4.66	75.47
BM R59	28.36		<u>5.94</u>	<u>74.62</u> (74.63)
	23.21		23.21	5.15 ✓
	5.15			

W-996 is 77.91

El. diff. 5.15 CHECK

TRAN #105
LEVELING FROM BM U-59^{1/2} W-1400

OCT 6, 1949

SUNNY & WARM

STA	LS	HI	-S	EL.
U 59	⁵ 7.72	81.93	⁵	74.21 →
TP ₁	4.80	85.64	⁸ 1.09	80.84
TP ₂	2.36	83.67	4.33	81.31
TP ₃	4.35	82.45	5.57	78.10
TP ₄	4.13	81.52	5.06	77.39
TBM #1			3.71	77.81 →
TP ₅	5.31	82.70	4.13	77.39
TP ₆	5.04	84.92	2.82	79.88
TP ₇	5.07	85.80	4.19	80.73
TP ₈	2.25	82.46	5.59	80.21
TP ₉	4.56	75.96	11.06	71.40
TP ₁₀	2.62	73.08	5.50	70.46
TP ₁₁	3.23	73.30	3.01	70.07
TBM #2	5.63	73.57	5.36	67.94 ↗
TP ₁₂	5.20	77.29	1.48	72.09
TP ₁₃	4.13	76.75	4.67	72.62
TP ₁₄	1.34	76.09	2.00	74.75
TP ₁₅	07.74		5.16	70.93
	71.02		71.02	3.28
	3.28			

ST. CLOUD - 8.9 mi. SE ALONG U.S. #192 FROM
P.O. 48'E. $\frac{1}{2}$ RD. LEADING S. 42'SW $\frac{1}{2}$
MS 192.

RR SPIKE IN ROOT OF 18" MAPLE
SOP RD. 0.8 mi. W OF INTERSECTION
WITH US#192. PLACED VERTICALLY

RR SPIKE IN SIDE OF 6" PINE ABOUT 10'
N OF RD. 2.0 mi. W. OF INT. WITH US.
192. PLACED HORIZONTALLY

EL. DIFF 3.28 CHECK

OCT. 6, 1949

HOT & SUNNY

Sta	+S	NI	-S	EIV
TP ₁₅	2.82	73.75		70.93
TP ₁₆	3.78	75.70	1.83	71.92
TBM#3	4.12	75.60	4.22	71.48 →
TP ₁₇	4.49	73.60	6.49	69.11
TP ₁₈	3.23	74.30	2.53	71.07
TP ₁₉	3.34	74.61	3.03	71.27
TP ₂₀	2.16	73.74	3.03	71.58
TP ₂₁	6.15	73.81	6.08	67.66
TBM#4	3.58	71.44	5.95	67.86 →
TP ₂₂	6.13	72.83	4.74	66.70
TP ₂₃	5.02	75.47	2.38	70.45
TP ₂₄	6.40	80.48	1.39	74.08
TP ₂₅	4.78	81.81	3.45	77.03
TP ₂₆	1.61	77.26	6.16	75.65
TBM#5	6.06	78.61	4.71	72.55 →
TP ₂₇	5.80	76.25	8.16	70.45
TP ₂₈	4.23	79.54	0.94	75.31
W-1400	73.70		4.15	75.39
	69.29		69.24	4.46 ✓
	4.46			

RR. SPIKE IN SIDE OF GATEPOST

3.0 mi. W. OF INT. WITH US. #192.

PLACED HORIZONTALLY

RR. SPIKE IN ROOT OF 16" PINE TREE

4.0 mi. W. OF INT. WITH US. #192

ABOUT 65' W. OF A WOODEN BRIDGE

OVER A CANAL & ABOUT 20' N. OF

THE ROAD. PLACED VERTICALLY.

R. R. SPIKE IN ROOT OF 16" PINE 5.0

mi. W. OF INT. WITH US. #192. ABOUT

20' S. OF ROAD. PLACED VERTICALLY.

E.I. d, FF

4.46 CHECK

TRAVER 105 -

— RETRACE —

W-1400 3.83 79.22 75.39

TP₁ 0.71 76.14 3.79 75.43

TP₂ 8.11 78.55 5.70 70.44

TBM#5 12.65 6.00 72.55 → 72.55

15.49 15.49 2.84

2.84

El. DIFF. 2.84 CHECK

TBM#5 4.71 77.26 72.55

TP₃ 6.31 81.75 1.82 75.44

TP₄ 3.14 80.12 4.77 76.98

TP₅ 1.52 75.46 6.18 73.94

TP₆ 2.48 72.68 5.26 70.20

TP₇ 4.86 71.29 6.25 66.43

TBM#4 6.04 73.83 3.50 67.79 → 67.86

TP₈ 6.90 75.62 5.11 68.72

TP₉ 4.40 75.37 4.65 70.77

TP₁₀ 5.96 75.36 5.97 69.40

TP₁₁ 4.71 73.86 6.21 69.15

TBM#3 51.03 2.39 71.47 → 71.48

52.11
1.08

52.11 1.08

OCT. 6, 1949

CLOUDY + RAIN

OCT. 7, 1949

El. DIFF. 1.08 CHECK

- RETRACE -

OCT 7, 1949

HOT & SUNNY

TBM#3	⁸⁷ 4.65	76.12	⁹⁶ 71.47	
TP ₁₂	3.76	74.36	5.52	70.60
TP ₁₃	6.27	75.85	4.78	69.58
TP ₁₄	2.49	77.02	1.32	74.53
TP ₁₅	4.83	77.40	4.45	72.57
TP ₁₆	1.28	73.58	5.10	72.30
TBM#2	5.20	73.14	5.64	67.94 → 67.94
TP ₁₇	2.66	72.87	2.93	70.21
TP ₁₈	7.20	76.32	3.75	69.12
TP ₁₉	5.21	75.81	5.72	70.60
TP ₂₀	9.38	83.56	1.63	74.18
TR ₁	3.96	85.58	1.94	81.62
TP ₂₂	3.40	84.34	4.64	80.94
TP ₂₃	3.32	81.89	5.77	78.57
TBM#1	3.80	81.63	4.06	77.83 → 77.81
TP ₂₄	5.16	82.75	4.04	77.59
TP ₂₅	5.98	84.01	4.72	78.03
TP ₂₆	78.55		3.21	80.80
	69.22		69.22	9.33 ✓
	9.33			

El. diff 9.33 CHECK

TRAV # 105

~ RETRACE ~

STA.	+S	HI	-S	EL.
TP ₂₆	5.23	86.03		80.80
TP ₂₇	1.29	82.17	5.15	80.88
U59	6.52		7.94	74.23 →
	13.09		13.09	6.57 ✓
	6.57			

OCT. 7, 1949

HOT & SUNNY

74.21

El. diff. 6.57 CHECK

W-1400 is 75.38 ± .01 ft.

TRAVEL 106

Pole Co

LEVELING FROM BM AP13 to W-1720

OCT. 12, 1949

cloudy

Sta	IS	HI	-S	EI.
AP13	2.23	115.25		113.02
TP ₁	3.90	107.53	11.62	103.63
TP ₂	9.80	113.97	3.36	104.17
TP ₃	5.55	112.39	7.13	106.84
W-1720	21.48		6.71	105.68 →
	$\frac{28.82}{7.34}$		28.82	7.34 ✓

CONC. BASE AT PIPE.

W-1720	7.26	112.94		105.68
TP ₁	7.15	113.97	6.12	106.82
TP ₂	3.46	107.60	9.83	104.14
TP ₃	11.63	115.39	3.84	103.76
AP13	29.50		2.36	113.03
	$\frac{22.15}{7.35}$		22.15	7.35 ✓

SRD BM #59

80 d SPIKE IN ROOT OF 30"

CAMP HOR 60' LT STA 1573+
El. 186.130 58

± RD 186.6 1573+ 77.43

58 00

19.43

186.60

186.13

.47

19

.66

BM #60

80 d SPIKE IN TOP 24" STAMP

50' RT STA 1580+45

El. 163.605

TRAY # 107

Polt Co

LEVELING FROM BM Q17 TO W - 1753

OCT 13, 1949

WINDY & SUNNY

STA	+S	HI	-S	EL.
Q 17	² 2.68	^{146.48} 146.06	² 5.97	^{143.8} 140.09
TP ₁	4.25	144.76	5.97	140.09
TP ₂	4.07	139.44	9.39	135.37
TP ₃	4.68	139.07	5.05	134.39
TP ₄	4.76	139.02	4.81	134.26
W-1753	20.44		5.71	133.31 GRND.
	^{30.93} 10.49		30.93	10.49 ✓

W-1753	³ 5.85	^{139.16}	² 4.89	^{133.31}
TP ₁	4.62	138.89	4.89	134.27 (TP ₄)
TP ₂	5.24	^{139.62} 140.62	4.51	^{135.37} 134.38
TP ₃	9.41	^{144.78} 145.78	4.25	^{140.81} 136.37
TP ₄	6.98	^{147.79} 148.79	3.97	^{143.83} 141.81
Q17	32.10		3.96	^{143.83} 144.83
	^{21.58} 10.52		21.58	10.52

RR SPIKE IN ASPHALT ROAD ABOUT
0.6 mi. W. OF BM Q17 (HAINES CITY)
E.L. DIFF 10.49 CHECK

W - 1753 IS 133.29 ± 01

E.L. DIFF. 10.52 CHECK

TRAV# 108
 Leveling FROM SRD BM#60 TO TBM#1

OCT 13, 1949

Hot & sunny

+S HI -S EL

BM#60 5.25 168.86 163.61

TP1 11.55 180.01 0.40 168.46

TP2 11.01 190.14 0.88 179.13

TBM#1 ~~4.11~~ 3.98 186.16

5.26
 22.55

5.26 22.55 ✓

HAINES city

El. diff. 22.55 CHECK

TBM#1 4.11 190.27 186.16

TP1 1.05 180.26 11.06 179.21

TP2 0.01 168.51 11.76 168.50

BM#60 5.17 4.90 163.61

27.72 27.72 22.55 ✓

22.55

El. diff. 22.55 CHECK

TRAV #108 CONT

Polk CO

OCT 14, 1949

HOT & SUNNY

Sta	+S	NI	-S	EI
TBM#1	³⁵ 3.00	189.16		186.16
TP ₁	1.43	178.63	⁵⁷⁴ 11.96	177.20
TP ₂	9.70	179.73	8.60	170.03
TP ₃	11.99	183.98	7.74	171.99
TP ₄	3.02	186.67	0.33	183.65
TBM#2			(6.04)	180.63
TP ₅	0.37	177.00	10.04	176.63
TP ₆	0.14	165.47	11.67	165.33
TP ₇	1.05	154.62	11.90	153.57
TP ₈	0.48	143.37	11.73	142.89
TP ₉	2.65	136.19	9.83	133.54
TP ₁₀	4.97	132.97	8.19	128.00
TP ₁₁	1.74	133.08	1.63	131.34
TBM#3	40.54		3.92	129.16
W-1733	97.54		(2.37)	130.71
L.L. HAMILTON WATERL.	57.00 ✓		(9.14)	123.94
			97.54	57.00 ✓

'O' ON MANHOLE COVER

TOP NOT FIRE PLUG COR. SCENIC DR.

- + SCRATCH IN OAK STUMP

EI. diff. 57.00 CHECK

OCT 19, 1949

H27 + SUNNY

STA	+S	HI	-S	EL.
TBM#3	4.08	133.24		129.16
TP ₁	1.74	132.95	2.03	131.21
TP ₂	7.66	135.65	4.96	127.99
TP ₃	9.59	143.18	2.06	133.59
TP ₄	11.50	154.59	0.09	143.09
TP ₅	11.66	165.35	0.90	153.69
TP ₆	11.68	176.94	0.09	165.26
TP ₇	10.16	186.84	0.26	176.68
TBM#2		6.23	180.61	
TP ₈	0.40	184.06	3.18	183.66
TP ₉	7.78	179.84	12.00	172.06
TP ₁₀	10.08	180.12	9.80	170.04
TP ₁₁	11.68	188.95	2.85	177.27
TBM#1	98.01		2.80	186.15
	41.62		41.02	56.99 ✓
	56.99			

(W - 1733 IS 130.7

Top ground (well is
dried)

EL. diff 56.90 CHECK

TRAV# 109

P.O. K Co.

LEVELING FROM MP 4 to W-1416

OCT 14, 1949

HOT + SUNNY

STA	+S	HI	-S	EN.
MP 4	11.50	157.40		145.90
TP	<u>8.52</u>	165.15	0.77	156.63
WF 1416	20.02		<u>1.26</u>	<u>163.89</u>
	<u>2.03</u>		2.03	17.99 ✓
	17.99			

W-1416	1.37	165.26		163.89
TP	<u>1.54</u>	156.88	9.92	155.34
MP 4	2.91		<u>10.98</u>	<u>145.90</u>
	<u>20.90</u>		20.90	17.99 ✓
	17.99			

El. diff 17.99 CHECK

W-1416 15 163.9

El. diff 17.99 CHECK

TRAVELING

LEVELING FROM BM X 117 TO W-1487

OCT 14, 1949

HOT SUNNY

STA	+S	HI	-S	EL
X 117	4.95	138.89		133.94
TR	<u>4.41</u>	140.09	3.21	135.68
W-1487	9.36		<u>6.54</u>	133.55
	<u>9.75</u>		<u>9.75</u>	<u>.39</u> ✓
	.39			

W-1487	6.65	140.20		133.55
TR	<u>3.13</u>	138.81	4.52	135.68
X 117	9.78		<u>4.87</u>	<u>133.94</u>
	<u>9.39</u>		<u>9.39</u>	<u>0.39</u> ✓
	.39			

GRND.

EL. DIFF. 0.39 CHECK

W-1487 IS 133.55

EL. DIFF. 0.39 CHECK

1534	00
1532 +	87
1	13

SEWAGE DISPOSAL ^{PLANT} WELL
WINTER HAVEN

SE COR NW $\frac{1}{4}$ SE $\frac{1}{4}$
SEC 32 T28 R26

TOP CASING: 148.59

GRND. ABOUT 147

BM AT DISPOSAL PLANT
LAKE LAND 115.40

ST. RD. # 37

AT. INT. 1532 + 86.89

BM # 29

RR SPIKE 14" PINE

100' RT 1534 — EL. 180.76

Bm # 28

10' OAK

140' RT. Sta 1523 + 25

El. 162.50

INT. $\angle$ 178.48

BMA # 30

6" OAK

118 LT. Sta 1548 + 33

El. 195.03

TRAV# 111
LEVELING FROM SRD BM# 29 Polk Co. NW-344

OCT. 19, 1949

NOT A SUNNY

STA +S HI -S EL.

BM#29 ² 6.28 ⁴ 187.04 ⁵ 180.76

TP₁ 10.65 196.22 ³ 1.47 ⁵ 185.57

TP₂ 11.68 207.73 0.17 196.05 →

TP₃ 1.93 205.58 4.08 203.65

TP₄ 3.99 206.44 3.13 202.45

TP₅ 4.07 198.81 11.70 194.74

TP₆ 4.15 194.87 8.09 190.72

TP₇ 2.40 187.75 9.52 185.35

TP₈ 2.59 178.58 11.76 175.99

TBM#1 47.74 7.29 171.29 →

57.21 57.21 9.47 ✓

9.47

RR SPIKE IN INT. School House Drive +
SCOTT LAKE RD.

El diff. 9.47 CHECK

RETRACE TO BM #29

Sta	+S	HI	-S	EI.
TBM#1	7.36	178.65		171.29
TP ₁	11.94	189.53	1.06	177.59
TP ₂			1.63	187.90



FOUND NEW LINE OF BM'S
NEARER WELL.

TRAV # 111
LEVELING FROM USGS BM # RHP5 to W344

OCT 20, 1949

HOT + SUNNY

STA	+S	HI	-S	E/V	
SRHP	³ 5.41	252.91		247.50	
TP1	3.95	251.63	³ 5.23	247.68	
TP2	4.73	253.42	2.94	248.69	
TP3	5.42	251.55	7.29	246.13	
TP4	11.20	259.50	3.25	248.30	
TP5	<u>3.89</u>	254.61	8.78	250.72	
W-344	34.60		<u>3.91</u>	<u>250.70</u>	GRND
	$\frac{31.40}{3.20}$		31.40	3.20	-
W-344	3.87	254.57		250.70	
TP1	8.45	259.16	3.86	250.71	
TP2	3.17	251.50	10.83	248.33	
TP3	7.12	253.32	5.30	246.20	
TP4	2.80	251.55	4.57	248.75	
TP5	5.04	252.89	3.70	247.85	
SRHP			5.40	247.49	

TRAVEL 112

LEVELING FROM BM 468 TO W-1760

OCT 21, 1949

HOT & SUNNY

STA +S HI -S EL

468 5.69 117.31 111.62

TP. 5.59 120.49 2.41 114.90

W-1760 11.28 (4.25 116.24) 92ND

TBM#1 5.56 3.15 117.34

5.72 5.72 ✓

TBM#1 3.09 120.43 117.34

TP. 2.34 117.25 5.52 114.91

468 5.43 5.63 111.62 ✓

11.15 11.15 5.72 ✓

5.72

SE COR. OF METAL BASE OF
LAYNE PUMP BEHIND FIRE STA.
AT MULBERRY

TRAV # 113

LEVELING From USGS

To W-1441

Oct 21, 1949

NOT SUNNY

Sta	+S	HI	-S	EL.
USGS BM	4.53	119.73		115.20
TP.	5.19	119.89	5.03	114.70
W-1441	9.72		(3.02)	116.82
TBM HI	7.62		2.59	117.30
	2.10		7.62	2.10 ✓

TBM HI	2.66	119.96		117.30
TP.	4.93	119.87	5.02	114.94
BM	7.59		4.67	115.20
	9.69		9.69	2.10 ✓
	2.10			

CONC. BASE OF PUMP IS 1.5 FT
HIGHER THAN GROUND.

TRAV # 114
LEVELING from BM DC 33 To W-1864

STA.	TS	HI	S	EI.
DC 33	2.87	128.97		126.10

TOP CAS'g			6.00	122.97
-----------	--	--	------	--------

GRND			6.25	122.72
------	--	--	------	--------

TRAV #115

INDIAN R. Co.

LEVELING FROM BM C62 to W-1908

Oct. 24, 1949

NOT Raining

Sta	+S	HI	-S	El.
C62	6.03	26.26		20.23
TP ₁	<u>4.86</u>	26.86	4.26	22.00
W-1908	0.89		<u>(4.65)</u>	<u>22.21</u> GRVD
TP ₂	<u>6.99</u>		<u>2.73</u>	<u>24.13</u>
	3.90		6.99	3.90 ✓

TP₂ 2.66 26.79 24.13TP₁ 4.31 26.32 4.78 22.01C62 6.97 6.07 20.2510.85 10.85 3.88 ✓

3.88

TRAV #116

LEVELING FROM W-996 to W-1895

STA TS HI -S EL.

W-996 6.52 79.31 3.2 72.79 →

TP₁ 5.36 80.92 3.75 75.56TP₂ 1.61 78.34 4.19 76.73 →TP₃ 5.18 76.77 6.75 71.59TP₄ 6.15 78.00 4.92 71.85TP₅ 6.93 82.15 2.78 75.22

W-1895 31.75 3.20 78.95

$$\begin{array}{r} 25.59 \\ 6.16 \\ \hline 25.59 \end{array}$$
 6.16 25.59 6.16 ✓

W-1895 3.36 82.31 78.95

TP₁ 2.75 78.01 7.05 75.26TP₂ 5.10 76.93 6.18 71.83TP₃ 6.37 78.57 4.73 72.20TP₄ 4.34 81.09 1.82 76.75 → (TP₂)TP₅ 3.74 79.25 5.58 75.51

W-996 6.46 72.79 ✓

OCT 25, 1949

cloudy & windy

CONC. floor.

R.R. SPIKE IN RD.

TRAV # 117

Polk Co

LEVELING FROM BM V 17 to W-1875 & W-1060

OCT 25, 1949

cloudy & cool

STA	+S	HI	-S	EI
V 17	6.77	159.29		152.52
TP ₁	2.50	152.65	9.14	150.15
TP ₂	3.60	152.04	4.21	148.44
W-1875	12.87		4.20	147.84
	<u>17.55</u>			
	4.68		17.55	4.68 ✓
TP ₂	4.12	152.56		148.44
W-1060	6.28		6.28	146.28
	<u>2.16</u>			2.16 ✓
TP ₂	4.29	152.73		148.44
TP ₁	9.19	159.29	2.63	150.10
V 17	13.48		6.77	152.52
	<u>9.40</u>		9.40	4.08 ✓
	4.08			

250' N of W-1060

NW 1/4 SE 1/4 Sec 10

TRAV #119
LEVELING FROM U26 to Teeter Well W. Hav.

OCT 28, 1999

Hot & Sunny

U26	3.68	141.96		138.28
TP ₁	3.64	137.83	7.77	134.19
TP ₂	6.71	142.25	2.29	135.54
TP ₃	9.27	150.62	0.90	141.35
TP ₄	3.10	150.81	2.91	147.71
TP ₅	9.31	153.68	6.44	144.37
TP ₆	4.84	148.46	10.06	143.62
Well	40.55		6.77	141.69
CAS'g	36.58		6.21	142.25
	3.97		36.58	3.97 ✓

El. diff. 3.97 CHECK

CAS'g	6.15	148.40		142.25
TP ₁	10.04	153.62	4.82	143.58
TP ₂	6.43	150.77	9.28	144.34
TP ₃	3.06	150.80	3.03	147.74
TP ₄	1.03	142.21	9.62	141.18
TP ₅	3.33	137.88	7.66	134.55
TP ₆	7.90	142.10	3.68	134.20
U26			3.78	138.32

TROY # 120

Polk Co

LEVELING FROM city BM to Fla. City CAN Well

OCT. 31, 1949

HOT & Sunny

Sta TS HI S ELV

LAKE WALES

BM 0.64 140.10 139.46

(Dist.) SE 4th & Lincoln

TR 6.10 139.01 7.19 132.91

Well 6.74 (7.92 131.09)

139.46

CAS'g 15.07 7.88 131.13

8.33 15.07 8.33 ✓

El. diff 8.33 check

Well is 131.1

TRAY # 121

POLK CO.

LEVELING FROM CITY MANHOLE TO W-1589

NOV 2, 1949

COOL + SUNNY

STA	+S	HI	-S	EI.
BOT. OF MANH.	8.95	207.00		198.05 →
W-1589	6.14		6.14	200.86
	2.81			2.81 ✓

CENTER BOTTOM MANHOLE
McDONALD + PARKHILL EL. 198.05

(201.00 NEXT MANHOLE WEST)

TRAY # 122

POLK CO.

LEVELING FROM CITY MANHOLE TO NEW CITY WELL.

NEW CITY WELL NW SW SW 30-28-24

STA	+S	HI	-S	EI.
MANHOLE	10.84	207.16		196.32 →
NEW WELL	3.45		3.45	203.71 TOP CASING
	7.39			7.39 ✓
				203.06 D.F.

MANHOLE ORLEANS 196.32

DUE EAST #1 → 198.47

2d AT
GARFIELD Sta 2058+65

BM # 15

2058+65

12" PINE

2051+90

6+75

115' RT Sta 2051+90

El. 114.955

BM # 16

2065+60

10" PINE

2058+60

7

120' RT. Sta 2065+60

El. 115.265

2204

ALTURAS Rd 2204+33

2199

5

BM # 26

12" PINE 120' RT Sta 2199+33

El. 121.47

BM # 27 12" PINE

95' RT Sta 2212+75

El. 125.41

1611 Project No. 5158⁴

CONAIRSVILLE

Bm # 8

18" PINE

150' LT. STA 1949 + 25

El. 108.845

RR CROSSING 1899 + 08

LAKE LAND

L. DEESON RD STA 253 + 45

Bm # 8

12" PINE

75' RT 250 + 05

141.30

Bm

hickory stump

80 RT

194.02

205 + 00

TRAV # 123 Polk Co
LEVELING FROM BM 470 to W - 1476

Sta	+S	HI	-S	EI.
470	⁴ 5.33	127.86		122.53 →
TP ₁	5.38	132.38	⁵ 0.86	127.00
TP ₂	5.88	133.58	4.68	127.70
TP ₃	5.24	134.77	4.05	129.53
TBM#1	5.27	137.08	2.96	131.81
TP ₄	4.77	137.24	4.61	132.47
TP ₅	5.17	137.29	5.12	132.12
TP ₆	6.82	140.70	3.41	133.88
TP ₇	<u>5.23</u>	142.12	3.81	136.89
Present gr'd L.	49.09	8.25	133.87	
Orig gr'd L.	<u>35.34</u>	7.08	135.04	
Top Nut	13.75	<u>5.84</u>	136.28	
		35.34	13.75	

Nov. 8, 1949

NOT SAVING

ACHAN 470

SPIKE IN CL OF RD TO ACHAN MINE

MARKED 'BM' with yellow rd paint
SW COR. Tin shed N. of pump
house.

TRAV 123 RETRALE

NOV 8, 1949

HOT + SAINNY

Sta	+S	HI	-S	EIV
TOPNUT	5.79	142.07		136.28
TP ₁	3.67	140.63	5.11	136.96
TP ₂	3.35	137.28	6.70	133.93
TP ₃	5.50	137.24	5.54	131.74
TP ₄	3.87	136.38	4.73	132.51
TBMHI	3.63	135.47	4.54	131.84
TP ₅	4.14	134.04	5.57	129.90
TP ₆	3.81	132.59	5.26	128.78
TP ₇	<u>1.86</u>	127.89	6.56	126.03
U 70	35.62		<u>5.35</u>	<u>122.54</u>
	<u>49.36</u>		49.36	13.74 ✓
	13.74			

BM AT SW COR. OF TIN SHED
N. OF PUMPHOUSE. TOP OF BOLT
IN BEAM- PAINTED WITH YELLOW RD
PAINT WITH ARROW 136.275 ± .005
W. 1476 IS 133.9 AT PRESENT
GR'D L. 135.0 AT ORIG.
GR'D L.

El. diff. 13.74 check

LEVELING FROM USGS BM TO PIERCE W.

NOV 10, 1949

cloudy & cool

STA	+S _c	HI	-S	Elev.
BM	0.58	182.78	1.45	182.20
TP ₁	0.96	172.08	11.66	171.12
TP ₂	0.92	168.36	4.64	167.44
TP ₃	0.67	157.20	11.83	156.53
TP ₄	4.35	150.08	11.47	145.73
TP ₅	11.89	161.63	0.34	149.74
TP ₆	11.89	173.46	0.06	161.57
TP ₇	10.89	184.08	0.27	173.19
TP ₈	9.63	193.65	0.06	184.02
TP ₉	6.34	199.52	0.47	193.18
TBM#1	58.12		1.86	197.66
	42.66		42.66	15.46 ✓
	15.46			

Elev. diff. 15.46 CHECK

RETACE TO BM

Nov 10, 1949

cloudy & cool

TBM#1 ^{4 4} 1.74 199.40 197.66

TP₁ 2.08 191.28 ^{1 4 3} 10.20 189.20

TP₂ 0.06 184.18 7.16 184.12

TP₃ 0.35 173.48 11.05 173.13

TP₄ 0.08 161.62 11.94 161.54

TP₅ 0.34 150.00 11.96 149.66

TP₆ 11.48 157.17 4.31 145.69

TP₇ 11.90 168.46 0.61 156.56

TP₈ 4.90 172.38 0.98 167.48

TP₉ 10.53 182.81 0.10 172.28

BM 43.46 0.60 182.21

58.91 58.91 15.45 -

15.45

El. diff. 15.45 CHECK

TBM V A 124 CONT.

From TBM #1 To well

Nov 10, 1949

Cloudy & cool

TBM#1 ⁵⁶⁵ 7.01 204.67 197.66

TP₁ 2.45 205.62 1.50 203.17

TP₂ 6.50 207.50 4.62 201.00

TP₃ 10.85 218.19 0.16 207.34

TBM#2 2.99 217.66 3.52 214.67

TP₄ 8.26 225.36 0.56 217.10

TP₅ 3.95 228.12 1.19 224.17

TP₆ 4.42 227.70 4.84 223.28

TP₇ 2.89 226.90 3.69 224.01

TBM#3 4.84 222.06

TP₈ 1.93 223.30 5.53 221.37

TP₉ 1.03 217.26 7.07 216.23

TBM#4 3.48 213.78

TP₁₀ 3.09 213.06 7.29 209.97

TP₁₁ 5.22 212.45 5.83 207.23

TBM#5 60.59 2.72 209.73

48.52
12.07 48.52 12.07

E. A. PIERCE SW SW 27

T29S R24E

1 AC PLATE Along SAND ROAD -

1 AC PLATE AT SW COR OF GROVE

EL. OFF. 12.07 CHECK

RETRACE to TBM #1

NOV 14, 1999

HOT + SUNNY

TBM#5 ^{2 4} 2.50 212.23 209.73

TP₁ 6.74 216.72 ^{45 4} 2.25 209.98

TBM#4 8.08 221.84 2.96 213.76

TP₂ 6.54 226.30 2.08 219.76

TBM#3 4.25 222.05

TP₃ 5.16 227.84 3.62 222.68

TP₄ 5.16 228.19 4.81 223.03

TP₅ 3.01 227.17 4.03 224.16

TP₆ 0.35 217.54 9.98 217.19

TBM#2 2.18 216.86 2.86 214.68

TP₇ 0.55 205.41 12.00 204.86

TP₈ 3.90 205.21 4.10 201.31

TBM#1 44.17 7.54 197.67

56.23 56.23 12.06 ✓

12.06

El. diff 12.06 CHECK

TRAV #125

LEVELING FROM USGS PT TO CU-1395

NOV 16, 1999

HOT + SUNNY

STA	TS	HI	-S	E/V
PTUSGS	10.72	124.12		113.4°
TP ₁	11.26	134.99	0.39	123.73
TP ₂	6.30	141.07	0.22	134.77
TP ₃	28.28		4.41	136.66 →
GRND	5.02		(5.59	135.48)
	23.26		5.02	23.26 ✓

+ CUT IN NE COR. CONC. PUMP
BASE MORALYN Well #3
E/V. 136.7

TP ₃	4.43	141.09		136.66
TP ₂	0.95	130.27	11.77	129.32
TP ₁	2.03	120.52	11.78	118.49
PTUSGS	7.41		7.13	113.39
	30.68		30.68	23.27 ✓
	23.27			

TRAVEL 126

LEVELING FROM PT 206-6 to New Well (EDWARDS)

Nov. 22, 1949

Sunny, Windy

+ cool

Sta	+S	HI	-S	ELV
PT	3.9	210.5		206.6
TP.	3.8	210.7	3.6	206.9
EDWARDS W.	7.7		3.1	207.6
	6.7		6.7	1.0
	1.0			

1700'S + 800'W OF NE
COR. SEC. 14 T30S R25E

TRAV. #127
LEVELING FROM BM DC 45 TO PEDER Valley

Nov. 23, 1949

cool, sunny

STA	+S	HI	-S	EL.
DC 45	4.22	138.62		134.40 (uses PLANE TABLE?)
TP ₁	3.65	137.00	5.27	133.35
TP ₂	1.81	133.46	5.35	131.65
W-1008			(2.44)	131.02
TP ₃	6.19	134.20	5.45	128.01
TP ₄	4.73	134.29	4.74	129.46
TP ₅	1.31	128.93	6.57	127.62
TP ₆	0.88	118.75	11.06	117.87
TP ₇	6.32	114.66	10.41	108.34
TP ₈	2.91	115.38	2.19	112.47
TP ₉	5.75	114.16	6.97	108.41
W-1050	37.77		(4.02)	110.14
W-995	61.99		3.98	110.18
	24.22		61.99	24.22 ✓

RR SPIKE IN & Rd 95
AT INT. WITH MINE RD.
TOP METAL PUMP BASE
SE COR. PUMP

W-1008 H 2
W-1050 H 3
W-995 H 1

#1 IS 232' N + 37' E OF W#3

S. COR
METAL P.B.
NUMBER TAG base of
PUMP

#1 889' N 59' W
657' N 96' W

EL. DIFF 24.22 CHECK

TRAV # 127 RETRACE

STA	TS	HI	S	EI
W-995	3.78	113.96		110.18
TP ₁	4.42	113.09	5.29	108.67
TP ₂	10.02	118.72	4.39	108.70
TP ₃	10.18	128.79	0.11	118.61
TP ₄	7.09	134.27	1.61	127.18
TP ₅	5.11	134.28	5.10	129.17
TP ₆	6.12	133.99	6.41	127.87
TP ₇	5.55	137.22	2.32	131.67 (TP ₆)
TP ₈	5.13	138.69	3.66	133.56
DC46			4.28	134.41

TRAV #128.

Leveling From BM DC47 to W-1625

Nov. 23, 1949

clear + cond.

STA TS HI -S EL.

DC47 3.19 144.59 141.4°

TP₁ 0.52 137.52 7.59 137.00

TP₂ 10.09 136.89 10.72 126.80

TP₃ 13.80 4.58 132.31

W-1625 $\frac{22.89}{9.09}$ $\frac{5.32}{131.57}$ grand

22.89 9.09 ✓

7 131.6 grand-

El. diff 9.09 ✓

TP₃ 4.45 136.76 132.31

TP₂ 10.02 142.71 4.07 132.69

DC47 14.47 1.32 141.39

5.39 5.39 9.08 ✓

9.08

El. diff 9.08 ✓

LEVELING FROM USGS PT TO NEW CITRUS

PROCESSING PLANT AT BARTOW

STA +S NE -S E1.

PT 8.24 131.84 123.6°

Well 5.63 5.63 126.21

2.61 2.61 ✓

NOV. 25, 1949

COOL + CLEAR

→ NENE SEC 17 T30S R25E

El. DIFF 2.61 CHECK

Well is 126.2

TRAV #150 LEVY CO.
LEVELING FROM BM AK86 TO W-2009

NOV 30, 1949

SUNNY & WARM

STA	+S	HI	-S	EL.
AK86	4.55	32.94		28.39
TP ₁	3.82	31.89	4.87	28.07
TP ₂	4.68	31.40	5.17	26.72
TP ₃	5.01	31.37	5.04	26.36
W-2009	18.06		5.42	25.95 gr'd.
PBASE	$\frac{20.72}{2.66}$		4.72	26.65
TBM#1			5.64	25.73
			20.72	2.66 ✓

TBM#1	5.80	31.53		25.73
TP ₁	4.38	32.00	3.91	27.62
TP ₂	5.62	33.22	4.40	27.60
AK86			4.84	28.38

TOP CONC. PROP. MARKER

TRAV. # 131

POLK Co.

LEVELING FROM US Δ STAGARFIELD TO W-1113

12/1/49

COOL, SUNNY &
WINDY.

STA	+S	HI	-S	EI.
GAR- Δ FIELD	^{+4.6} 1.89	185.29	^{3.34}	183.4 ⁰
RM			(3.82)	181.47 (181.4)

TP ₁	7.88	181.83	11.34	173.95
TP ₂	8.83	185.66	5.00	176.83
TP ₃	3.18	183.31	5.53	180.13
TP ₄	9.45	186.68	6.08	177.23
TP ₅	11.47	198.00	0.15	186.53
TP ₆	1.19	195.51	3.68	194.32
TP ₇	11.17	197.43	9.25	186.26
TP ₈	7.39	203.25	1.57	195.86
W-1113	62.45		(3.16)	200.09

PB $\frac{45.13}{17.32}$ 2.53 200.72

45.13 17.32 ✓

RR
SPIKE NE COR SEC 13 T30S R2SE

EI. DIFF. 17.32 CHECK

PB 2.60 203.32 200.72

TP₁ 1.48 197.34 7.46 195.86

TP₂ 4.08 11.08 188.26 (TP₇)
 18.54
 14.46 18.54 14.46

EI. DIFF. 14.46 CHECK

TRAIL # 131 RETRACE CONT:

Sta	+S	HL	-S	El.
TP ₂	⁴ 9.41	195.67		186.26
TP ₃	3.80	198.12	³ 1.35	194.32
TP ₄	0.16	186.65	11.63	186.49
TP ₅	5.55	182.77	9.43	177.22
TP ₆	6.92	185.56	4.13	178.64
TP ₇	4.93	181.76	8.73	176.83
TP ₈	<u>11.27</u>	185.22	7.81	173.95
AGARFIELD	42.04		<u>1.82</u>	<u>183.40</u> 183.4
	<u>44.90</u>		44.90	2.86
	2.86			

12/1/49

COOL + CLEAR

El. diff. 2.86 CHECK

TRAV# 132

LEVELING FROM USGS BM RHP30 TO ALTURAS

STA	+S	HI	-S	EL.	
RHP30	5.29 ^{5.6}	118.79		113.50	→
TP1	6.52	121.01	4.30 ^{4.7}	114.49	
TP2	7.11	124.95	3.17	117.84	
TBM#1	4.10	126.87	2.18	122.77	→
TP3	4.41	126.75	4.53	122.34	
TP4	5.29	128.12	3.92	122.83	
TP5	4.14	127.87	4.39	123.73	
TBM#2	4.18	126.98	5.07	122.80	→
TP6	4.84	127.18	4.66	122.82	
TP7	2.85	125.32	4.69	122.47	
TBM#3	4.56	125.86	4.02	121.30	
TP8	4.69	129.48	1.07	124.79	
TP9	5.98	131.32	4.14	125.34	
TBM#4	63.96		2.78	128.54	→
	48.92		48.92	15.04	
	15.04				

12/1/49

COOL + CLEAR

SW COR NW⁴ SEC 33 T29S R26ERR SPIKE IN C OF HWY CENTER SEC. 33 T29S
R26E.RR SPIKE IN C OF ASPHALT ROAD
ABOUT 1/2 mi. South OF TBM#1RR SPIKE IN C OF ASPHALT ROAD
ABOUT 1/2 mi. South OF TBM#2RR SPIKE IN INTERSECTION OF CENTER
LINES AT SW COR. OF SE 1/4 OF
SECTION 4 T30S R26E

El. Diff. 15.04 CHECK

TRAY. #132 CONT.

12/2/49

CLEAR & DRY

STA	+S	HI	-S	EI.
TBM#4	⁴³ 2.53	131.07		128.54
TP ₁₀	11.75	141.80	³ 1.02	130.05
TP ₁₁	4.01	140.44	5.37	136.43
TBM#5	6.54	140.66	6.32	134.12 →
TP ₁₂	4.41	142.55	2.52	138.14
TP ₁₃	5.13	142.83	4.85	137.70
TP ₁₄	11.93	153.92	0.84	141.99
TBM#6			9.94	143.98 →
TP ₁₅	9.40	163.04	0.28	153.64
TP ₁₆	7.22	170.03	0.23	162.81
TBM#7	62.92		4.26	165.77 →
	<u>25.69</u>		25.69	37.23 ✓
	37.23			

CONC. COR. MK. SE COR. SEC. 4, T30S, R26E

RR SPIKE

EI. OFF 37.23 CHECK

TRAV. #132 RETRACE to RHP 30

12/2/49

CLEAR + cool

STA +S HI -S EL.

TBM#7 3.21 168.98 5.29 165.77

TP₁ 2.15 160.66 10.47 158.51TP₂ 0.84 149.81 11.69 148.97

TBM#6 5.82 143.99 (143.98)

TP₃ 3.51 142.83 10.49 139.32TP₄ 5.09 142.76 5.16 137.67TP₅ 2.94 140.72 4.98 137.78

TBM#5 6.53 140.71 6.54 134.18 (134.12)

TP₆ 5.35 141.99 4.07 136.64TP₇ 0.84 131.17 11.66 130.33

TBM#4 2.80 131.33 2.64 128.53 (128.59)

TP₈ 4.45 129.60 6.18 125.15TP₉ 0.97 126.08 4.49 125.11

TBM#3 4.15 125.46 4.77 121.31 (121.30)

TP₁₀ 4.67 127.12 3.01 122.45TP₁₁ 4.30 126.80 4.62 122.50TP₁₂ 5.03 127.47 4.36 122.44TBM#2 56.83
99.77
42.94 4.64 122.83
99.77 42.94

TRAV #132 RETRACE CONT.

12/2/99

CLEAR & COOL

TBM#2	^{5.4} 5.19	128.02	+	122.83
TP ₁₃	4.71	128.34	4.39	123.63
TP ₄	4.40	127.28	5.46	122.88
TP ₅	4.97	127.40	4.85	122.43
TP ₆	4.73	127.21	4.92	122.48
TBM#1	3.07	125.90	4.38	122.83 122.77
TP ₇	2.98	122.67	6.21	119.69
TP ₈	3.99	120.04	6.62	116.05
TP ₉	<u>4.13</u>	118.68	5.49	114.55
RHP30	38.17		<u>5.14</u>	113.54 (113.5)
	$\frac{47.41}{9.29}$		47.46	9.29 ✓

113.40
9.28
122.78 ✓

122.77

113.50
9.27

122.83

113.54
9.29

LEVELING FROM TBM#1 TO SRD BM#27

BM #27	3.33	128.74		125.41
TBM#1			4.93	123.81 122.78

LEVELING FROM SRD BM TO RHP31

BM #15	5.65	120.61		114.96
RHP31			4.67	115.94 115.0

LEVELING FROM TBM#7 to W-1111

DEC 6, 1949

CLEAR & Sunny Wi.

Same wind.

Sta	+S	HI	-S	El.
TBM#7	1.22	166.97		165.75 ±.02
W-1111			7.58	159.39 ground

W-1111 is 159.4

From TBM#7 to ALTURAS

TBM#7	7.51	173.26 ₃₂	165.75 ±.02
TP ₁₇	3.24	173.49	3.01 170.25
TP ₁₈	1.32	168.41	6.40 167.09
TP ₁₉	3.35	165.91	5.85 162.56
TP ₂₀	10.71	170.40	6.22 159.69
TP ₂₁	8.83	178.50	0.73 169.67
TP ₂₂	7.44	175.67	10.27 168.23
TP ₂₃	8.91	179.91	4.67 171.00
BM TTCBG 27	51.31	4.49	175.42
	41.64	41.64	9.67 ✓
	9.67		

El diff 9.67 CHECK

RETRACE to TBM#7

STA	+S	HI	-S	EIV.
TREBEZ	⁴ 4.40	179.82		175.42 →
TP ₁	3.34	175.68	³³ 7.48	172.34
TP ₂	9.87	178.15	7.40	168.28
TP ₃	0.69	170.21	8.63	169.52
TP ₄	6.47	165.95	10.73	159.48
TP ₅	7.07	169.63	3.39	162.56
TP ₆	4.78	173.17	1.24	168.39
TP ₇	<u>3.47</u>	<u>173.17</u>	<u>2.87</u>	<u>170.30</u>
TBM#7	40.09		<u>8.02</u>	<u>165.75</u> 165.75
	<u>49.76</u>		49.76	9.67 ✓
	9.67			

DEC. 6, 1949

CLEAR + WARM

STANL. USGS DISC SET IN CONC. POST
IN NE COR OF RR CROSSING AT ALTURAS.

EL. DIFF. 9.67 CHECK

LEVELING FROM BM CBG 27 TO W-928

DEC 7, 1949

HOT + SUNNY

STA	+S	HI	-S	EL.
CBG 27	^{6.78} 2.33	177.75		175.42
TP ₁	6.61	177.32	^{5.78} 7.04	170.71
TP ₂	0.57	168.73	9.16	168.16
TP ₃	2.11	168.49	2.35	166.38
TP ₄	7.67	164.22	11.94	156.55
TP ₅	1.31	162.44	3.09	161.13 TBM#8
TP ₆	0.06	150.90	11.60	150.84
TP ₇	0.38	139.56	11.72	139.18
TP ₈	1.65	133.52	7.69	131.87
TP ₉	1.73	131.88	3.37	130.15 →
TP ₁₀	9.21	137.93	3.16	128.72
TP ₁₁	11.23	148.43	0.73	137.20
TP ₁₂	8.285	155.205	1.51	146.92
TBM#9	2.24	154.495	2.95	152.255
TP ₁₃	6.055	154.950	5.60	148.895
TP ₁₄	10.92	165.60	0.27	154.68
TP ₁₅	9.90	175.24	0.26	165.34
TP ₁₆	82.260 86.81 +4.55		4.37 86.81 4.55 ✓	170.87

CENTER E. RAIL CONC. bridge

EL. DIFF. 4.55 CHECK

Dec 7, 1949

Hot + Sunny

STA	+S	NE	-S	EI.
TPK	4.24	175.11		170.87
TP17			4.42	170.69 RR SPINE
TP18			5.56	169.55
TP18	5.59	175.14		
TP17				

12.5

5.56

6.12

4.42

4.42

1.14

1.70

5.59

5.59

170.69

4.03

4.59

1.56

1.00

1.35

169.34

TP17

4.42

170.69

2

TP18 8.12 177.46 3 2 169.34 = 169.60

TP19 1.80 177.64 1.62 175.84 (CORRECTED)

TP20 2.46 172.63 7.47 170.17

TP21 6.10 167.97 10.76 161.87

TP22 3.89 167.39 4.47 163.50

Ground 22.37 (4.24 163.15) W-928

TBM 27.26 2.94 164.45 = 164.71

4.89

27.26 4.89 ✓

163.15

26

163.41

+ mk

TOP NE COR NE POST OF WATER TANK

DEC 8, 1949

HOT & SUNNY

$$\begin{array}{r} 2' \\ \text{TBM} \quad 3.80 \quad 168.75 \quad \sim \sim \quad 164.45 \quad 164.71 \end{array}$$

$$\text{TP}_1 \quad 10.05 \quad 171.94 \quad 6.36 \quad 161.89 + .26$$

$$\text{TP}_2 \quad 7.38 \quad 177.73 \quad 1.59 \quad 170.35 + .26$$

$$\text{TP}_3 \quad 2.82 \quad 178.66 \quad 1.89 \quad 175.84 \quad (\text{TP}_2) + 2$$

$$\text{TP}_4 \quad 24.05 \quad 9.33 \quad 169.33 \quad (\text{TP}_3) + 5$$

$$\begin{array}{r} 19.17 \\ 4.88 \\ \hline 19.17 \quad 4.88 \quad \checkmark \end{array}$$

$$\text{TP}_5 \quad 4.41$$

$$\begin{array}{r} \text{TP}_4 \quad 5.59 \\ 1.18 \end{array}$$

$$\text{TP}_4 \quad 5.66$$

$$\begin{array}{r} \text{TP}_3 \quad 4.59 \\ 1.07 \end{array}$$

1.07

1.08

$$\begin{array}{r} 1.12 \\ 3.27 \end{array}$$

Reciprocal

Leveling - 7

$$\text{TP}_4 \rightarrow 5.62 \quad 5.62$$

$$\text{TP}_5 \quad 3.91 \quad 4.62$$

$$\text{diff} = 1.71 \quad 1.00$$

$$\text{TP}_5 \quad 4.43 \quad 4.43$$

$$\text{TP}_4 \quad 4.87 \quad 5.58$$

$$\text{diff} = .44 \quad 1.15$$

1.71

.44

2.15

$$\begin{array}{r} 1.37 \\ 2.15 \\ 2 \\ 11 \\ 1.21 \end{array}$$

1.21

.95

2.16

$$\text{AV diff} = 1.07$$

$$\text{TP}_5 \quad 4.44$$

$$\text{TP}_4 \quad 5.65 \\ 1.21$$

$$\text{TP}_4 \quad 5.66$$

$$\text{TP}_5 \quad 4.71$$

.95

$$\text{AV. diff} = 1.08$$

LEVELING From TP₃ to USGS GSG 27

DEC 8, 1949

NOT + SUNNY

STA +S NZ -S El.

TP₃ 3.07 173.76 170.69

TP₆ 0.92 163.33 11.35 162.41

TP₇ 1.99 153.61 11.71 151.62

TP₈ 5.60 155.44 3.77 149.84

TBM 3.18 152.26 (152.255)

TP₉ 0.09 145.24 10.29 145.15

TP₁₀ 0.70 134.45 11.49 133.75

TP₁₁ 3.43 131.75 6.13 128.32

TP₁₂ 3.38 133.51 1.62 130.13

TP₁₃ 11.44 143.40 1.55 131.96

TP₁₄ 11.78 154.71 0.47 142.93

TP₁₅ 11.00 164.95 0.76 153.95

TBM 3.83 161.12

TP₁₆ 0.23 161.76 3.42 161.53

TP₁₇ 11.58 169.88 3.46 158.30

TP₁₈ 7.18 171.61 5.45 164.43

TP₁₉ 6.87 177.17 1.31 170.30

TP₂₀ 6.11 171.06

DEC 8, 1949

SH TS HI -S EL

TP₂₀ 6.20 177.26 171.06

CBG27 1.84 175.42 175.42

LEVELING FROM USGS BM TO W-1110

DEC 13, 1949

HOT + SUNNY

STA	+S	HI	-S	EI
USGS BM	6.08	141.98	2.5	135.9°
TP ₁	4.78	141.91	4.85	137.13
TP ₂	3.85	140.23	5.43	^{136.98} 136.38
TP ₃	5.03	140.33	4.93	135.30
TP ₄	5.32	143.35	2.30	138.03
TP ₅	7.58	147.53	3.40	139.95
TP ₆	6.52	152.22	1.83	145.70
TP ₇	5.13	154.29	3.06	149.16
TP ₈	2.94	152.64	4.59	149.70
TP ₉	2.95	150.64	4.95	147.69
TBM #1			(6.04	144.60) →
TP ₁₀	2.54	145.55	7.63	143.01
TP ₁₁	1.98	141.10	6.43	139.12
TP ₁₂	3.97	139.35	5.72	135.38
TP ₁₃	3.70	138.31	4.74	134.61
TP ₁₄	4.83	138.63	4.51	133.80
TP ₁₅	4.84	139.34	4.13	134.50
TP ₁₆	72.04		5.36	^{134.08} 133.98
	<u>73.86</u>		73.86	1.82 ✓
	1.82			

CATTLE GAP (MAIL)

CATTLE GAP (MAIL) (134.45)

EL. C.F.F. 1.82 CHECK

TRAY #133

CONT.

Sta.	+S	HI	-S	El.
TP ₁₆	^{8.7} 3.35	137.43		134.08
TP ₁₇	3.83	136.04	⁵ 5.22	132.21
TP ₁₈	4.21	136.02	4.23	131.81
TP ₁₉	5.50	136.98	4.54	131.48
TP ₂₀	4.73	137.29	4.42	132.56
TP ₂₁			(4.37)	132.92
TP ₂₂	5.18	138.97	3.50	133.79
TP ₂₃	4.99	139.76	4.20	134.77
TP ₂₄	4.48	140.37	3.87	135.89
TP ₂₅	4.37	139.94	4.80	135.57
TP ₂₆	5.67	143.12	2.49	137.45
TP ₂₇	6.06	147.00	2.18	140.94
TP ₂₈	5.88	150.45	2.43	144.57
TP ₂₉	4.73	150.03	5.15	145.30
TP ₃₀	3.86	151.78	2.11	147.92
TP ₃₁	2.84	150.08	4.54	147.24
W-1110	69.68		3.36	146.72
	^{57.04} 12.64		57.04	12.64

GRND

DEC 13, 1949

SUNNY & WINDY

→ CONC. FLOOR AT DOOR TO pump house
El. diff. 12.64 CHECK

TRAVEL 133

RETIRACE to USGS BM

Sta	+S	HE	-S	EL.
W-1110	4.15	150.87		146.72
TP ₁	4.20	151.79	3.28	147.59
TP ₂	3.04	150.06	4.77	147.02
TP ₃	5.22	150.46	4.82	145.24
TP ₄	2.39	147.20	5.65	144.81
TBM#1	3.30	145.31	5.19	142.01
TP ₅	3.77	142.11	6.97	138.34
TP ₆	4.79	140.31	6.59	135.52
TP ₇	4.39	140.47	4.23	136.08
TP ₈	4.26	139.58	5.15	135.32
TP ₉	4.04	138.60	5.02	134.56
TBM#3	4.50	137.58	5.52	133.08 (132.92)
TP ₁₀	4.33	136.54	5.37	132.21
TP ₁₁	4.40	136.25	4.69	131.85
TP ₁₂	4.72	136.93	4.04	132.21
TP ₁₃	5.19	137.54	4.58	132.35
TP ₁₄	5.64	139.91	3.27	134.27
TBM#2	72.33		5.23	134.68 (134.45)
	84.37		84.37	12.04 ✓
	12.04			

DEC 14, 1949

cloudy & windy

→ N END. SE⁴ SE⁴ Sec 8

T B I S R 27E

→ STUMP

→ CATTLE 90P

→ CATTLE 90P

E.L. diff 12.04 check

TRAV#133

RETRACE CONT

DEC. 14, 1949

CLOUDY + RAIN

S/A	IS	HI	-S	EN.
TBM#2	5.23	139.91		134.68
TP ₁₅	3.91	138.61	5.21	134.70
TP ₁₆	5.25	139.23	4.63	133.98
TP ₁₇	4.93	139.77	4.39	134.84
TP ₁₈	5.88	141.99	3.66	136.11
TP ₁₉	7.13	147.04	2.08	139.91
TBM#1	7.04	152.03	2.03	145.01 (144.60)
TP ₂₀	5.77	154.06	3.76	148.29
TP ₂₁	4.14	154.27	3.93	150.13
TP ₂₂	1.84	150.19	5.92	148.35
TP ₂₃	0.96	144.12	7.03	143.16
TP ₂₄	3.67	143.28	4.51	139.61
TP ₂₅	4.10	140.39	6.99	136.29
TP ₂₆	4.88	141.03	4.24	136.15
TP ₂₇	4.33	142.17	3.19	137.84
USGS BM	69.06		5.88	136.29 135.9
	67.45		67.45	1.61 ✓
	1.61			

W - 1110 is 135.9

+ 10.6

146.5 ± .2

135.90

136.29

.39

El. diff. 1.61 CHECK

TRAVEL 134
LEVELING FROM USGS BM RHP1 TO WELL IN CENTER SEC 3

JAN 11, 1950

SUNNY + WARM

STA	+S	HI	-S	EL.
RHP1	4.47	148.57		144.10
TP1	2.70	145.47	5.80	142.77
TP2	2.68	141.25	6.90	138.57
TP3	6.90	141.67	6.48	134.77
TP4	6.35	145.69	2.33	139.34
TP5	4.88	146.89	3.68	142.01
DF	27.98		4.10	142.79
CAS'G.	28.99		3.80	143.09
	1.01		28.99	1.01 ✓
CAS'G.	3.85	146.94		143.09
TP1	3.67	145.68	4.93	142.01
TP2	2.26	141.54	6.40	139.28
TP3	6.45	141.22	6.77	134.77
TP4	7.18	145.60	2.80	138.42
TP5	5.61	148.65	2.56	143.04
RHP#1	29.02		4.53	144.12
	27.99		27.99	1.03 ✓
	1.03			

NEW WELL FOR DAYTON LOGAN

ABOUT CENTER SEC 3 T29S

R23E (OWNER F.B. BUNCH)

T.D. 698'5"

SIZE 10"

CASING: 92' 1" of 10" PIPE

WATER L. 44' 9" below DF.

LOCATION: 1/2 mi. N. + 1000' W OF

SE COR. SEC 3, T29S R23E

EL. DIFF 1.01 CHECK

" " 1.03 "

TRAV #135
LEVELING FROM RM ^(USGS) TO W-974

JAN 12, 1950

SUNNY & WARM

STA	+S	HI	-S	EL.
RM	6.15	190.75		184.6°
W-974			5.81	184.94

(WRONG WELL)

TRAV #135

LEVELING FROM USGS BM TO W-974

JAN 12, 1950

SUNNY & WARM

STA	+S	HI	-S	EL.
BM	2.82	191.02		188.2°
TP ₁	2.53	188.57	4.98	186.04
TP ₂	1.46	182.26	7.77	180.80
W-974	6.81		6.44	175.82
	19.19		19.19	12.38 ✓

LOCATED NE 1/4 NE 1/4 NW 1/4

SEC 19

W-974	6.43	182.25		175.82
TP ₁	8.15	188.42	1.98	180.27
TP ₂	4.58	190.76	2.24	186.18
BM			2.56	188.20

TRAVEL 136
LEVELING FROM USGS BM to W-1006

JAN 12, 1950

SUNNY + WARM

STA	TS	HI	S	EL.
BM	^{3 4} 5.51	193.71		188.20
TP ₁	4.35	^{193.92} 192.92	^{2 3 3} 4.14	189.57
TP ₂	5.47	195.43	2.96	189.96
TP ₃	9.08	204.07	0.44	194.99
TP ₄	5.74	201.62	8.19	195.88
TP ₅	0.37	190.17	11.82	189.80
TP ₆	0.31	178.96	11.52	178.65
TP ₇	3.57	172.39	10.14	168.82
W-1006	34.40		2.70	^{170.69} 169.69
	<u>51.91</u> 51		51.91	17.51 ✓

— RETRACE to BM —

W-1006	^{2 2 1} 2.62	173.31		170.69
TP ₁	11.71	184.59	0.43	172.88
TP ₂	11.37	195.79	0.17	184.42
TP ₃	7.70	203.08	0.41	195.38
TP ₄	7.13	205.00	5.21	197.87
TP ₅	40.53		9.09	195.91
	<u>15.31</u> 25.23		15.31	25.22 ✓

TRAY #136 CONT.
RETRACE

STA	+S	HI	-S	EL.
TP5	0.63	196.54		195.91
TP6	2.95	193.89	5.60	190.94
TP7	4.12	193.73	4.28	189.61
BM			5.54	188.19 (188.2)

Bm's on Rd #60 W of

BARTON:

START RT CROSSING IS
1672 + 79.5

BM # 54

RR Spike Base 36" Camphor
68' Lt. Sta 1650 + 26
El. 156.50

BM # 55

RR Base 8" oak
50' Lt 1664 + 70
El. 152.095

BM # 56

RR Telegraph pole
52' Lt 1679 + 84
El. 140.905

TRAV #137 (S+Rd660)
LEVELING FROM SRD BM#55 TO Armour Plant

Jan 13, 1950

Sta	+S	NE	-S	ELV.
BM#55	2.03	154.13		152.10
TP ₁	5.59	156.55	3.17	150.96
TP ₂	3.56	153.11	7.00	149.55
W-1690	11.18		6.92	146.19
W-1801	<u>16.32</u> 5.14		6.28	146.83
W-1802			6.80	146.31
Co. BM			6.15	146.96
			16.32	5.14 ✓

Co BM	6.14	153.10		146.96
TP ₁	7.15	156.65	3.60	149.50
TP ₂	3.00	154.06	5.59	151.06
BM#55			1.96	152.10

BM#57

RR Post 36" oak

52' RT. 1695 + 00

El. 138.38

Hill Bros Rd 1729 + 50

BM#59

RR spike 16" oak

46' LT. 1726 + 26

El. 120.08

BM#58

RR 18" oak

65' RT. 1711 + 32

El. 127.20

#60

RR 14" pine stump

60' RT 1739 + 70 El. 112.985

TRAVEL 158

LEVELING FROM SRD BM # 60 TO W-956

STA	+S	HI	-S	EI.
BM#60	8.71	121.70		112.99
TP	4.40	125.30	0.80	120.90
W-956	13.11		6.40	118.90
	<u>7.22</u>		<u>7.20</u>	5.91 ✓
	5.91			

JAN 16, 1949

COOL + cloudy

TRAV 139

LEVELING From BM Y 117 to Florence Villa

Jan 16, 1949

Hot & Sunny

Sta	TS	HI	-S	El.
Y 117	5.30	172.04		166.74
TP ₁	2.30	168.01	6.33	165.71
TP ₂	5.06	166.56	6.51	161.50
W-1059			(5.43 161.13)	grnd.
TP ₃	4.33	161.03	9.86	156.70
W-1389	16.99		5.15	155.88 C.F.
	27.85		27.85	10.86 ✓
	10.86			
W-1389	4.70	160.58		155.88
TP ₁	9.78	166.50	3.86	156.72
TP ₂	7.80	169.02	5.28	161.22
TP ₃	6.25	171.93	3.34	165.68
Y 117			5.17	166.76

1059 - Tampa Elec Co.
1389 - Florence Cit. Co.

LEVELING From USGS BMEB-5 to SWIFT
MINE, FT. MEADE

STA +S HE -S EIV

BM 8.94 101.64 92.70

 TP₁ 2.64 100.69 3.59 98.05

 TP₂ 2.67 91.73 11.63 89.06

 TP₃ 10.84 102.10 0.47 91.26

 TP₄ 5.79 100.71 7.18 94.92

 well 30.88
32.49
1.61
9.62 91.09 CAS'g.
32.49 1.61 ✓

 → TOP NW⁴ NE⁴ SEC 25 T31S
R 25E

well 9.65 100.74 91.09

 TP₁ 7.29 102.14 5.89 94.85

 TP₂ 0.72 91.42 11.44 90.70

 TP₃ 11.28 100.42 2.28 89.14

 TP₄ 3.43 101.63 2.22 98.20

BM 8.92 92.71

91.09

 6.50
84.59

TRAV# 141

LEVELING FROM USGS BM TO W-1445

STA	IS	HI	-S	EL.
BM	2.28	140.08		137.80
TP1	4.84	139.81	5.05	135.03
NEW WELL	7.12			
W-1445	9.25		4.20	135.67
	2.13		9.25	2.13 ✓

→ cassy

→ grand



TP1	4.88	139.91		135.03
NEW WELL			3.96	135.95
	5.13	140.16		135.03
BM			2.36	137.80

JAN 13, 1980

HOT + Sunny

 Polk Packing Assn.
 ELOISE, FLA

NW 4SE 4 Sec 5 T29S R26E

→ WL

 135.95
 18.30
 117.65

TRAV # 142 H.K. Co.
LEVELING From USGS PT to Taylor well

Sta	+S	NI	-S	Elev.
PT and	³⁷ 2.36	⁷ 91.36		89.00
TP ₁	0.33	81.18	⁴⁷ 10.51	80.85
TP ₂	3.12	75.93	8.37	72.81
TP ₃	0.38	65.51	10.80	65.13
TP ₄	0.44	55.21	10.74	54.77
TP ₅	4.88	48.62	11.47	43.74
TP ₆	10.80	59.29	0.13	48.49
TP ₇	11.25	70.07	0.47	58.82
TP ₈	10.17	79.89	0.35	69.72
TP ₉	11.29	90.82	0.36	79.53
TP ₁₀	11.79	101.92	0.69	90.13
TBM #1			<u>10.01</u>	<u>91.91</u> →
TP ₁₁	10.71	112.16	0.47	101.45
TP ₁₂	1.65	108.10	5.71	106.45
TP ₁₃	6.44	107.30	7.24	100.86
TP ₁₄	4.00	107.13	4.17	103.13
TP ₁₅	2.43	103.78	5.78	101.35
TP ₁₆	92.04		6.48	97.30
	<u>83.74</u>		<u>83.74</u>	8.30 ✓
	8.30			

JAN 20, 1950

HOT & SUNNY

Taylor well ABOUT CENTER OF
E 1/2 NE 1/4 SW 1/4 SEC 32 T 29 S
R 21 E

22 SPIKE IN POLE E OF SAND ROAD

El. diff. 8.30 check

TRAV #142 CONT.

STA	TS	HE	-S	EI.
TP ₁	10.77	108.07		97.30
Taylor W.	0.97		2.36	105.71
"	9.80		0.97	107.10
			9.80	✓

GRND

P.B.

Ed. diff 9.80 CHECK

TRAV. #142 RETRACE -

Pump Base	1.04	108.14	2	107.10
TP ₁	6.51	103.80	10.85	97.29
TP ₂	5.51	106.86	2.45	101.35
TP ₃	3.86	107.24	3.48	103.38
TP ₄	7.44	108.21	6.47	100.77
TP ₅	3.92	111.55	0.58	107.63
TP ₆	1.82	104.19	9.18	102.37
TP ₇	0.59	94.10	10.68	93.51
TBMH			2.17	91.93 (91.91)
TP ₈	0.54	82.78	11.86	82.24
TP ₉	0.56	72.20	11.14	71.64
TP ₁₀	0.45	60.81	11.84	60.36
TP ₁₁	32.24		11.30	49.51
	89.83		89.83	57.59 ✓
	57.59			

	Sta	TS	HE	S	EI.
T	TP ₁₁	1.12	50.63		49.51
Tay	TP ₁₂	10.42	53.85	7.20	43.43
"	TP ₁₃	10.35	64.06	0.14	53.71
	TP ₁₄	11.88	75.31	0.63	63.43
	TP ₁₅	7.85	80.31	2.85	72.46
Pu	TP ₁₆	11.16	91.24	0.23	80.08
	PT	52.78		2.26	88.98 89.0