

201

LEVEL BOOK

878

KEUFFEL & ESSER CO.

DRAWING MATERIALS

AND

SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.

FOR SINGLE TRACK EXCAVATION.

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	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

201

Sta.	B.S.	H.I.	F.S.	EL.
A	100.00	2.40		97.60
B			12.10	87.90
C			9.43	90.57
	2.97	93.54		
			12.45	81.09
			9.72	83.82

Major Franklin
Stanley Skittle

HENDRICKS COUNTY CO-OP.

End of tile

Bottom of ravine

turning point

B.M. on bridge.

Bottom Branch

sewer bottom

97.60
83.82
13.78

83.82
81.09
2.73

Flow 20000 gal per day
from Farm Bureau

Grant Martin Levels

In vicinity of lots 6 & 7 in Block 1
Drain addition to Danville.

Sta.	H.I.	F.S.	E.L.	Cut From	
				Bot. Tile	Top Gd.
0+00	100.00	11.50	88.50	89.00	7.89
0+02		3.11	96.89		
1+20		4.91	95.09	89.50	5.59
<u>off line</u>		7.60	92.40		
2+37		5.68	94.32	90.00	4.32

Flowline manhole at intersection Jeff St. and Town line

Top rim of same manhole - street level

In O. L. Bolton's yard.

Intersection alley & Jefferson St at Boltons.

at alley intersection.

Sta.	B.S.	H.I.	F.S.	Elev.
0+12			6.33	
0	3.34		11.28	
0+40		92.06	11.10	80.96
1+50			12.58	79.48
1+90				100.00

12.81	12.81
<u>2.20</u>	2.20
10.61	3.70
12.81	
<u>3.70</u>	
9.11	

7052 cu. yds. fill for dam.

1430 cu yds. excavation in waterway.

Elev. top dam = 100.00'

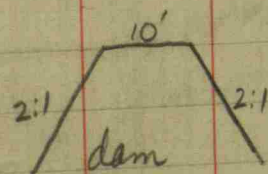
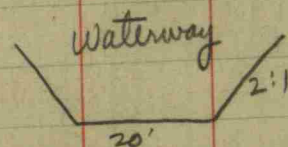
Elev. water level = 96.00'

Cut at north end waterway = 10.6'

" " south " " 9.1'

Length of waterway = 100'±

Levels for Lee Sadler of
dam site in NW 1/4 SE 1/4 15-16-1E.
5 May 1945.



Ditch for Town of Danville

H. Wilson Add.

			Stake	Ground
Sta.	B.S.	H.I.	F.S.	F.S.
B.M. 0	1.45	101.45	Flowline 8.22	
1			4.49	4.94
2			3.31	3.95
3	Stake 12.02	110.92	2.55	3.11
4			9.15	9.67
5			9.16	9.75
6			5.85	6.45
7			4.41	4.93
8			3.75	4.28
8+64	Stake 6.28	115.24	1.96	2.49
9+58			Flowline 8.83	
B.M.#2			4.67	

Grade

0+0 to 3+0 = 0.5%

3+0 to 8+64 = 1.2%

15 May 1945 { S.M. Shartle - level.
E.M. Stuart - rod. 10

EL. Stake	EL. Ground	EL. Ditch.	cut Below Stake Ground	
B.M.#1	EL. 100 - Top. west hdwl.	93.23		
93.23		93.23		
96.96	96.51	93.73	3.23	2.78
98.14	97.50	94.23	3.91	3.27
98.90	98.34	94.73	4.17	3.61
101.77	101.25	95.93	5.84	5.32
101.76	101.17	97.13	4.63	4.04
105.07	104.47	98.33	6.74	6.14
106.51	105.99	99.53	6.98	6.46
107.17	106.64	100.73	6.44	5.91
108.96	108.43	101.50	7.46	6.93
106.41				
110.57				

B.M.#2 - Top curb at 9+58 = EL. 110.57

Grade:

0 to 3 = 0.33%

3 to 8+64 = 1.50%

Tile:

To be 12"

			EL. Ditch.	cut. Stake Ground	
0	93.73		93.73		
1	96.96	96.51	94.06	2.90	2.45
2	98.14	97.50	94.39	3.75	3.11
3	98.90	98.34	94.73	4.17	3.61
4	101.77	101.25	96.23	5.54	5.02
5	101.76	101.17	97.73	4.03	3.44
6	105.07	104.47	99.23	5.84	5.24
7	106.51	105.99	100.73	5.78	5.26
8	107.17	106.64	102.23	4.94	4.41
8+64	108.96	108.43	103.19	5.77	5.24
9+58	106.41				

Ditch	levels	for		
Sta.	B.S. STAKE	H.I.	F.S. STAKE	F.S. GROUND
0		100.00	6.61	6.61
± Rd. +17			1.18	1.18
0+35 E. line Rd.			0.53	1.28
1+0			2.03	2.78
2+0			3.40	4.19
3+0			3.91	4.44
4+0			5.63	6.21
0	3.27	92.35	10.92	
5+0			5.22	5.87
6+0			6.51	6.98
6+15 bottom creek.			10.00	10.00

M. C.	Locke.	Wcor 25-15-1E.
EL.	EL.	EL.
STAKE	GROUND	DITCH
		CUT
93.89	93.89	93.39
	5.43	
98.82	98.82	
99.47	98.72	
97.97	97.22	92.65
	4.57	
96.60	95.81	92.10
	3.71	
96.09	95.56	91.40
	4.16	
94.37	93.79	90.80
	2.99	
87.13	86.48	84.30
	2.18	
85.84	85.37	82.60
	2.77	
82.35	82.35	

Late Bradford } chainmen
 Richard Christie }
 R. M. Franklin - levelman
 Barney Smith - Stake carrier
 Herb Franklin } rodmen
 Red mason }
 Stanley Shurtle - recorder

Sta	B.S.	H.I.	Stake F.S.	ditch F.S.
0	—	111.65	—	11.65
1			5.65	7.37
2			4.82	5.85
3			4.82	6.38
4			4.88	6.30
5			4.51	5.93
6			3.98	5.03
7			2.70	5.00
8			2.62	5.40
9			2.71	4.20
10			1.62	2.50
11			1.93	2.98
12	4.34	113.89	2.10	2.80
13			4.44	5.68
14			4.20	6.10

EL. Stake	EL. Ground.	EL. Ditch	cut below 17	
Stake	Ground.	Ditch	Stake	Ground.
	100.00	100.00	—	0.00
106.00	104.28	100.50	5.50	3.78
106.83	105.80	101.00	5.83	4.80
106.83	105.27	101.50	5.33	3.77
106.77	105.35	102.00	4.77	3.35
107.14	105.72	102.50	4.64	3.22
107.67	106.62	103.00	4.67	3.62
108.95	106.65	103.50	5.45	3.15
109.03	106.25	104.00	5.03	2.25
108.94	107.45	104.50	4.44	2.95
110.03	109.15	105.00	5.03	4.15
109.72	108.67	105.50	4.28	3.17
109.55	108.85	106.00	3.55	2.85
109.45	108.21	106.50	2.95	1.71
109.69	107.79	107.00	2.69	0.79

106.34 bottom culvert between 12 & 13.

Ditch for A. J. Sterenson. 4 Aug. 1945.

Stanley Shurtle

Sta.	B.S.	H.I.	F.S.	EL.
0+0		113.70	13.70	100.00
2+60			8.41	105.29
7+0	5.49	110.85	8.34	105.36
12+0			4.41	106.44
14+0	5.20	112.20	3.80	107.05
15+0			5.13	107.07
19+0			5.99	106.21
21+0			8.02	104.18
22+0			9.05	103.15

R. M. Franklin } rod & chain.
 Floyd Jennings }
 Stanley Shurtle - level & recorder.
 Aug. 3, 1945.

Levels connecting the Barnett ditch to the Williams & Hill ditch in 3-16-1W.

Sta. 0+0 is 2 feet above bottom of Barnett ditch. Elev. of bottom Barnett ditch = 98.00. Sta. 22+0 is at ground level near terminus of Williams & Hill ditch. Dug up old tile ditch and found the tile packed with mud. Elevation of ground about 400 ft. SW of E 1/2 mile store 3-16-1W is 5.15 ft. greater than elevation of bottom of John Barnett ditch crossing Duke farm.

Flanagan levels 31-18-1E
Boone County

B.S.	H.I.	F.S.
4.05		4.30
4.35		4.30
		Mr. Phillips.
		Mr. Hendricks.
5.32		5.00
		17 35
		6
		2.10
		2.50
		4.60

Preliminary survey of John
Garvey ditch to facilitate
the 1945 reallocation.

Stanley Shurtle
1st Sept. 1945.

See field book 162 page 1.

22

John Garvey Ditch (Lincoln Twp)
12+49 end of WPA tile on west side road
23+31 David Turnish south fence
38+42 N. line of county road
38+72 S. line of county road
53+42 South line Shuteritz land
67+38 Chester W. Bruner west fence
72+38 Park Thornburgs north line
84+22 North line B+O. Railroad
85+10 South line B+O. Railroad
102+88 North line county road
103+18 South line county road
121+45 W line NE⁴26-16-1E. and
end of John Garvey ditch. This
point is the beginning station
of the Towner Neal Ditch.

Survey of intersection Sam Jordan Rd.
and N.Y.C. R.R. 12-15-1946.

Levels along railroad: 2 Feb. 1946.

R. M. Franklin - rod
S. M. Shartle - level, rec.
+32°F Fair - windy.

S. side R.R. on E. side road.

(Distances from S. rail)

sta.	B.S.	H.I.	F.S.	F.S.	N. rail F.S.	S. rail F.S.	Spole line 80's F.S.	50's F.S.	100's F.S.	150's F.S.
B.M. #1 103.53	5.10	108.63								
0			103.02 5.61	99.94 8.69	98.04 10.59	97.97 10.66	98.99 9.64	99.73 8.90	100.42 8.21	100.55 8.08
			S. rail F.S.	2's F.S.	9's F.S.	11's F.S.	14's F.S.	18's F.S.	25's F.S.	37's F.S.
1			97.53 11.10	96.74 11.89	95.78 12.85	93.63 15.00	93.63 15.00	98.18 10.45	98.90 9.73	107.47 1.16
2			97.16 11.47	96.40 12.23	95.13 13.50	93.93 14.70	93.93 14.70	95.63 13.00	96.53 12.10	107.33 1.30
3			96.73 11.90	95.93 12.70	93.93 14.70	93.63 15.00	93.63 15.00	95.43 13.20	96.03 12.60	108.05 0.58
4			96.35 12.28	95.63 13.00	94.53 14.10	93.33 15.30	93.33 15.30	95.13 13.50	96.23 12.40	108.63 0.00

West on S side R.R.

Sta	B.S.	H.I.	Grail F.S.	2'S F.S.	8'S F.S.	10'S F.S.	13'S F.S.	15'S F.S.	20'S F.S.	35'S F.S.	62'S 50'S F.S.
B.M.#1	5.18	108.71									
0+18			98.02	97.40	96.31	94.41	94.41	97.26	98.69		99.68'
			10.69	11.31	12.40	14.30	14.30	11.45	10.02		9.03
1			98.34	97.63	96.61	94.51	94.51	96.51	99.71		100.08
			11.37	11.08	12.10	14.20	14.20	12.20	7.00		8.63
2			98.76	98.09	97.15	94.51	94.51	96.16	100.94	101.11	105.70
			9.95	10.62	11.56	14.20	14.20	12.55	7.77	7.60	3.01
+35			98.94	98.16	97.07	94.81	94.81	96.43	96.43	108.09	109.01
			9.77	10.55	11.64	13.90	13.90	12.28	12.28	0.62	-0.30
3			99.28	98.53	97.41	94.91	94.91	96.80	97.33	111.91	113.21
			9.43	10.18	11.30	13.80	13.80	11.91	11.38	-3.00	-4.50
4			99.56	98.81	97.69	95.31	95.31	96.78	97.66	112.71	112.71
			9.15	9.90	11.02	13.40	13.40	11.93	11.05	-4.00	-4.00

F.S. on bldg floor

= 6.26 @ SW cor + 6.13 at NW cor.
= EL. 102.45' = EL. 102.58'

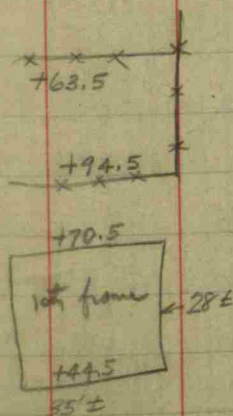
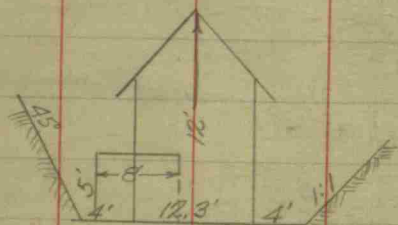
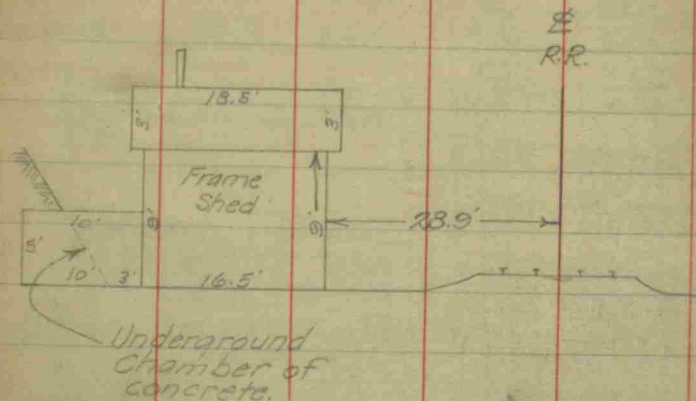
West on N. side R.R.

Sta	B.S.	H.I.	Fence F.S.	19'S fence F.S.	21'S F.S.	23'S F.S.	24'S F.S.	F.S.	52' F.S.
B.M.#1	8.97	112.50'							
0+18			105.28	99.50	98.50	98.70	98.70	103.50	103.51
			7.22	13.00	14.00	13.80	13.80	9.00	8.99
1			105.23	100.59	98.00	99.30	99.30	105.62	103.91
			7.27	11.91	14.50	13.70	13.20	6.88	8.59
2			100.67	99.80	99.00	100.45	100.45	105.75	105.29
			11.83	12.70	13.50	12.05	12.05	6.75	7.21
			Fence F.S.	12'S F.S.	14'S F.S.	22'S F.S.	25'S F.S.	35'S F.S.	43'S F.S.
3			110.19	102.47	101.48	99.90	101.89	102.49	106.55
			2.31	10.03	11.02	12.60	10.61	10.01	5.95
4			110.64	102.60	102.60	100.86	102.30	103.02	107.23
			1.86	9.90	9.90	11.64	10.20	9.48	5.27

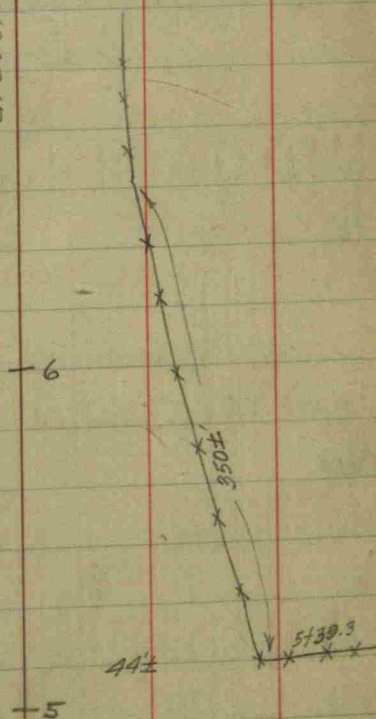
	N. fence	12'S	19'S	22'S ditch bot.	25'S	35'S	47'S	52'S
							F.S.	F.S.
5	109.23	103.52	103.22	101.38	103.03	104.00	107.21	106.54
	3.27	8.98	9.28	11.12	9.47	8.50	5.29	5.96
6	113.50	104.40	103.46	101.78	103.57	104.60	108.95	108.28
	-1.00	8.10	9.04	10.72	8.93	7.90	3.55	4.22
7	116.50	105.85	103.82	102.33		104.98	109.45	109.19
	-4.00	6.65	8.68	10.17		7.52	3.05	3.31
8	118.50	107.10	105.33	102.70	104.40	105.62	110.07	109.86
	-6.00	5.40	7.17	9.80	8.10	6.88	2.43	2.64

West on N. side R.R.				(Distances from N. rail)			
Sta.	B.S.	H.I.	N.Rail	8 1/2' N	9 1/2'	12' N	15' N
Elev. 97.97'			F.S.	F.S.	F.S.	F.S.	F.S.
B.M. #2	6.52	104.49'					
0+34			98.22	96.16	94.04	94.04	97.09
			6.27	8.33	10.45	10.45	7.40
1			98.38	96.14	94.19	94.19	96.71
			6.11	8.35	10.30	10.30	7.78
2			98.76	97.41	94.59	94.59	98.17
			5.73	7.08	9.90	9.90	6.32
3			99.16	96.99	95.12	95.12	98.36
			5.33	7.50	9.37	9.37	6.13
4			99.54	97.56	95.39	95.39	98.65
			4.95	6.93	9.10	9.10	5.84
5			99.96	98.84	95.84	95.84	98.53
			4.53	5.65	8.65	8.65	5.96
6			100.35	98.37	96.23	96.23	98.56
			4.14	6.12	8.26	8.26	5.93
7			100.80	98.74	96.34	96.34	99.44
			3.69	5.75	8.15	8.15	5.05
8			101.19	99.14	96.89	96.89	100.39
			3.30	5.35	7.60	7.60	4.10

Detail of car shed 190.8' W of road.



Gravel.



Check levels for completed grading
of railroad banks (See p. 2A)

Jan. 25, 1947

Franklin T.
Shurtle-recorder
Claypool-rod

SE. Quadrant. (Top bank)

Sta.	B.S.	H.I.	F.S.	EL.
B.M.#1	5.93	109.46		103.53
0+25				
1+0			1.80	107.66
2+0			3.15	106.31
3+0			3.60	105.86

Top SE cor E curb concrete bridge-roof sta 3+97.3
E end of completed grading.

NW Quadrant (Top of bank)

B.M.#1	4.65	108.18		103.53
5+0			4.75	103.43
6+0			5.20	102.98
7+0			5.05	103.13
8+0			4.85	103.33
9+0			4.25	103.93

10+0	2.80	105.38
11+0	1.50	106.68
12+0		

SW. Quadrant (lower shoulder bank)

5+0	7.85	100.33
6+0	6.25	101.93
7+0	5.20	102.98
8+0	6.25	101.93

Approx W. end of completed grading.

Levels for 10th Street Rd. ditch along
S. side road from Lucy King Drain
west on N. side 4-15-1E

Stanley Shurtle-level.
Barney Smith-rod.
12 Feb. 1946

10th St. Rd = A. A. Ross Rd.

Sta.	B.S.	H.I.	Ditch F.S.	Stake F.S.	Elev. Ditch	Elev. Stake
B.M. #1	3.04	100.00				
0			11.09		88.91	
1			9.51	4.25	90.49	95.75
2			8.84	4.36	91.16	95.64
3			6.95	4.09	93.05	95.91
4			6.92	3.67	93.08	96.33
5			5.30	2.89	94.70	97.11
6	Stake 5.53	102.93	4.40	2.58	95.60	97.42
7			6.67	4.54	96.26	98.39
8			6.15	3.95	96.78	98.98
9			4.66	3.14	98.27	99.79
10			4.83	2.43	98.10	100.50
11	Stake 7.21	108.62	4.55	1.52	98.38	101.41
12			9.25	6.65	99.37	101.97

Sta.	B.S.	H.I.	Ditch F.S.	Stake F.S.	Elev ditch	Elev stake
13			8.11	5.55	100.51	103.07
14			7.86	4.39	100.76	104.23
15			5.57	stakes set	103.05	
16			5.07		103.55	
B.M.#2			-0.01	No		

B.M.#1 - Elev. 96.96' - Top SW. cor S. curb of
conc. bridge over King Drain.

B.M.#2 - Elev. 108.61' - Top F.P. NW of 14.

Bartlett Chapel Church Levels.

Franklin-Rod.
Shuttle-Level & rec.
23 Feb 1946.

SW cor 5-15-1E

B.S.	H.I.	F.S.	Diff Elev.
3.39		9.86	6.47
		11.48	8.09
		12.35	

@ Ground level @ Church

Sta	B.S.	H.I.	Stake F.S.	Ditch F.S.	EL Stake	EL Ditch	EL Proposed Ditch	Cut below Stake	Cut below ditch
EL. 97.15' B.M. #1	2.81	100.00							
0+0				3.20		96.80	90.80		6' 0"
1+0			3.49	4.61	96.51	95.39	90.32	6.19	5' 6"
2+0			4.68	5.97	95.32	94.03	89.84	5.48	4.19
3+0			6.08	7.56	93.92	92.44	89.36	4.56	3.08
4+0			7.38	9.01	92.62	90.99	88.88	3.74	2.11
5+0			8.93	10.35	91.07	89.65	88.40	2.67	1.25
6+0			10.00	11.71	90.00	88.29	87.92	2.08	0.37
6+50			10.82	12.35	89.18	87.65	87.68	1.50	0.00

Benj. W. Combs - Levels at outlet
of Lovett Dr in SE 1/4 19-17-2E

R. Major Franklin - chain
Stanley Shartle - level
Ben. Combs - rod.
March 9, 1946. Cold-windy.

Excavation = 356 cu. yds.

Grade proposed = .28%

Sta.	B.S.	H.I.	Stake F.S.	Ditch F.S.	W. bank F.S.	E bank F.S.	Elev. $\pm$ Proposed ditch.	Cut below Stake	Cut below Present $\pm$	
0+0	100.00 8.94	108.94					100.00			On top of flowing of tile Lovett ditch.
0+0			102.57 6.37	100.94 8.00	101.92 7.02	101.94 7.00	98.00	4.57	2.94	
0+50			104.26 4.68	100.73 8.21	103.31 5.63	101.44 7.50	97.86	6.40	2.87	
1+00			105.08 3.86	100.19 8.75	104.10 8.31	100.73 8.21	97.72	7.36	2.47	
1+50			104.32 4.62	99.89 9.05	100.17 8.77	101.14 7.80	97.58	6.74	2.31	
2+00			103.86 5.08	100.34 8.60	99.47 9.47	100.81 8.13	97.44	6.42	2.90	
2+50	3.62	106.47	102.85 6.09	99.02 9.92	99.66 9.28	100.14 8.80	97.30	5.55	1.72	
3+00			102.59 3.88	99.62 6.85	101.02 5.45	98.38 8.09	97.16	5.43	2.46	
3+50			102.05 4.42	98.38 8.09	100.36 6.11	97.77 7.70	97.02	5.03	1.36	
4+00			102.14 4.33	97.71 8.76	99.74 6.73	98.45 8.02	96.88	5.26	0.83	
4+50			102.05 4.42	97.43 9.04	97.95 8.52	98.46 8.01	96.74	5.31	0.69	

	B.S.	H.I.	Stake	± Ditch	4' W.	4' E	Elev. ± Proposed ditch.	cut below grade stake	cut below present ±
5+00			101.79	97.56	98.82	97.27			
			4.68	8.91	7.65	9.20	96.60	5.19	0.96
5+50			100.88	96.87	97.77	97.77			
			5.59	9.60	8.70	8.70	96.46	4.42	0.41
6+00			99.80	96.32	97.40	96.67			
			6.67	10.15	9.07	9.80	96.32	4.58	0.00

Road levels near Cen M. of NE 1/4

See 1, T15N, R2W.

R. Major Franklin
Stanley Shurtle
Red Mason

29 Mar. 1946.

B.S.	H.I.	Ditch F.S.	Road F.S.	EL. Ditch	EL. Road
B.M.#1 4.21	100.00				
0+0		7.15 tile empty	ROAD F.S. 4.77	92.85	95.23
5+0		8.64	5.30	91.36	94.70
9+0±		5.95	5.50	94.05	94.60
		12.60	9.35	87.40	90.65

Bottom east end pipe (B.M.#1 top N end)
road grade at bridge at beginning.

9523

9285

238

9470

9136

334

Sta.	B.S.	H.I.	F.S.	Stake EL.	Proposed ditch EL.	Cut below Stake
0	12.70	100.00		87.30	87.30	0
1			8.39	91.61	87.86	3.75
2			5.83	94.17	88.42	5.75
3			5.31	94.69	88.98	5.71
4			4.45	95.55	89.54	6.01
5			3.99	96.01	90.10	5.91
6			4.42	95.58	90.30	5.28
7			4.36	95.64	90.50	5.14
8			4.49	95.51	90.70	4.81
9			4.23	95.77	90.90	4.87
10			3.90	96.10	91.10	5.00
11			3.81	96.19	91.30	4.89
12			3.75	96.25	91.50	4.75
13			3.65	96.35	91.70	4.65
14			3.48	96.52	91.90	4.62
14 ground			4.10	95.90	91.90	
pond			4.70	95.30		

on bottom tile

CRIT J. WATERS

SE 1/4 30-17-2N

28 July 1946.

Stanley Shurtle x

Floyd Jennings - rod

Peter A. Stormis et al Drain

41

SECTIONS 15 & 22-17-1E

20 Aug. 1946

Ophir Claypool. Front Chain

Donald Kurtz. Rear chain

Beginning at the center of
and Ross ditch going south
on the west side of the
ditch. ~~Channel impossible.~~

Sta. 0+0 center of Loren Ross ditch
Property line between Billie
Edm and Jessie Vaughn

606 ft from beginning of ditch
The fence on north side of
road is 1021 ft from beginning
of ditch

The center of road is 1041.5 ft
from beginning of ditch

@ 19450 ± I find E of Graham Arm
has been tiled.

The fence on the south
side of road is 1062 ft
from the beginning of ditch

At 1940 ft from the beginning
of ditch the said ^{ditch} make a
rt. angle turn to right
going in a westerly direction

At 2390 ft. from the beginning
of ditch, the said ditch makes
a rt. angle turn to the left
going south

Property line between Jessie
Vaughan and Nevada Peak
2483 ft from beginning of ditch

The ditch runs into a tile
30 + 7 ft from the beginning of
ditch

Thomas Feeney et al Drain ⁴⁵

sections 36-16-1 and 1-15-1E and 1-15-2E

21 Aug 1946

Ophir claypool F. chain

Donald Kurtz Rear chain

0+0 of Thomas Feeney ditch is
in line with fences running east
and west at N.W. cor. of NE $\frac{1}{4}$ & SE $\frac{1}{4}$
of Sec. 36, -16-1E

chain S. on $\frac{1}{2}$ of ditch
14+00 = possible ditch bottom + stake on E bank.
26+54 N. fence road

26+60 def. Lt. $90^{\circ} \pm$

31+15 " Rt $90^{\circ} \pm$

31+33 E road

31+58 S fence road

36+30 def Lt. $90^{\circ} \pm$

43+75 W fence road

43+80 def Rt $90^{\circ} \pm$

51+80 def Lt. $70^{\circ} \pm$

51+90 E road

52+17 E. fence road

52+64 E+W fence Pt. L.

Jos. Anderson

55+17 E+W fence Pt. L.

Oliver Sprinkle

60+00 = set stake for end of ditch

Henry Ewell

which is 15' N.W. from E+W fence.

all allotment stakes numbered and set
on E. bank of ditch.

Turner Neal Ditch

Sec 23+26-16-1E

0+0 begins in center of ditch at
fence running N. & S. that is P.L.
between Claudia Turpin and
Sarah A. Hession. Also end of John Garvey ditch.

16+87 E bridge (wood plank)

21+82 fence P.L. between
Claudia Turpin and E.J. Warren

39+66 Field crossing (Fjord)

35+91 End of ditch also center
of ditch coming from left, known
as Pollard and Todd ditch

Chained in S. W. direction on N. side of
ditch to find outlet for Turner Neal
and Pollard and Todd ditches.

The beginning I called 0+0 @ 35+91 Neal Dr.

0+3 E & W fence P.L. between
Lillie Gaston and E.J. Warren

11+06 N & S road fence (E. fence)

11+28 & N.S. road.

47

26 August 1946

Ophir Claypool - Front ch.

Don Kurtz - Rear ch.

Note: In staking out this ditch for
allotment elements, I find the ditch
measures 3614 ft, being 23 ft in excess
of the measure of 24 Aug 1946.

Stanley Shurtle, Sept 24, 1946.

Joseph Holloway ditch

Sec. 3-4-9-10-T16N-1E

also Sec. 33 T. 17 N. - 1 E

28 Aug 1946

See Bk. 166.

Ophir Claypool F. Cha.

Donald Kurtz R. Cha.

Morris Claypool. sth.

O+O. begins in fence on township line
between Lincoln and Brown
and is also P.L. between Bert Witham
and Nona F Brookshire and is near Con.
N. of N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ of sec. 3-16-1E

57 ft N. of O+O, 2 tile 10" x 6" open
in ditch that flows to O+O, also 15 ft.

N + E. 2 tile 6" flow in said ditch.

Chained South $\frac{1}{2}$ of ditch.

7+63 $\frac{1}{2}$ plank bridge concrete
head walls

13+76 fence P.L. ^{between} Chester Phillips
and Nona F Brookshire

13+96 defl. R $30^{\circ} \pm$

13+75 defl. L. $30^{\circ} \pm$

15+81 N fence Interurban R/W.

15+90 E of Inter. bridge concrete

14+34 N. fence of P.R.

19+66 $\frac{1}{2}$ of Peoria Div. Big 4 P.R.

also bridge under P.R. 2-3' iron pipes

17+00 S. fence of P.R.

17+00 defl. to Rt 30°

25+39 E. fence of road

25+53 $\frac{1}{2}$ of road

25+75 W. Fence of road

39+03 N. Fence of U.S. Highway #34

39+36 $\frac{1}{2}$ of U.S. Highway #34

37+08 defl. $60^{\circ} \pm$ L.

40+14 fence

76+27 E+W fence P.L. ^{Ward. Henderson} between Everett Henderson

47+00 73 ft south of E+W fence

All stakes for stations were set on
west side of ditch

John W French ditch
Sec. 17-18-19-20-T.17N, R.1W
Sec 13, T.17N, R.2, W.

28, and 29, Aug, 1944

Ophir Claypool E. Chain

Donald Kurtz R chain

Morris Claypool, stake

Chained W. on N. Side of ditch & channel impasse

0+0 begins in headwall in E. fence

of N & S road. 151 ft. N. of S.E. cor

of N.E. $\frac{1}{4}$ of Sec. 18

0+18 $\frac{1}{2}$ of N. S. road also $\frac{1}{2}$ of

concrete bridge

0+31 W. fence of road

13+45 fence P.L. between Chas Bryant

and Edgar Dale, et, al

22+06 $\frac{1}{2}$ Lambert Arm flows in from north

25+31 $\frac{1}{2}$ Spangler ditch flows in from Sec.

40+69 E. R. Fence

40+96 $\frac{1}{2}$ Road also $\frac{1}{2}$ of

concrete bridge

41+17 W. R. Fence

53+97 Found Shortles allotment stake

54+91

55+19 fence

55+19 defl Lt. $40^{\circ} \pm$

59+01 fence E and W.

63+07 fence N and S.

69+94 concrete cor. post

71+78 fence E and W.

72+10 $\frac{1}{2}$ Plank bridge

77+10 defl R $20^{\circ} \pm$

78+97 found Shortles allotment stake

80+66 found

82+97 fence E. and W.

86+19 fence N. and S.

88+91 N. road fence

88+60 $\frac{1}{2}$ of road also $\frac{1}{2}$ of concrete bridge

88+83 S. road fence

94+46 $\angle$ of Interurban bridge concrete

94+81 N. fence of R.R.

95+06 $\angle$ of Peoria Div. Big 4 R.R.

also $\angle$ of concrete bridge

95+72 $\angle$ of U.S. #34 also $\angle$ of
concrete bridge

96+13 S. fence of U.S. 34

96+84 old allotment stake

102+04 fence P.L. between

Paul Martin John Hendricks

102+14 end of ditch, 10 ft. west
of fence

All stakes were set on north side
of ditch

STA.	B.S.	H.I.	ditch F.S.	Elev.	
51+60		108.11	8.11	100.	clear ditch bottom near Griswald Rd. bridge
59+60	6.22	105.67	8.66	99.45	In ditch bottom
	4.73	104.94	5.46	100.21	
	8.94	107.20	6.68	99.26	
67+00 ±			12.70	94.50	East fence Norris prop. ^(in present) (ditch bottom)

Levels near lower terminus of
Thos. Feeney Ditch NW 6-15-2E.

24 Sept. 1946

Stanley Shurtle

Ophir Claypool

67+00	100.00
51+60	94.50
15.40	5.50

$$\frac{5.50}{15.40} = \text{about } 0.36 \text{ ft per } 100$$

or - 0.36% grade

5960	100.00
5160	2.88
8.00	
.36	
4800	97.12
2400	
28800	

97.12 proposed elevation
of ditch bottom @ 59+60

99.45 = present ditch bottom
97.12 = proposed ditch bottom
2.33 = cut below present
ditch bottom at 59+60

Levels for Thos. Albert Reitzel

Sec 20-14-1 W Beginning in E. road
fence of N+3 road on W. side of Sec. about
800' ft N. of W¹/₄ Mile stone thence E 500'
thence in southeasterly dir. to Sta 18+00
thence E on N. Side of Prop. line fence to
E of new ditch at Sta 28+40.

24 Oct 1946

Ophir Claypool

Floyd Jennings

Cloudy. Windy Temp 70°

Sta.	B.S.	H.I.	Stake F.S.	^{present ditch bottom} F.S.	Elev. Stake	Elev. ditch
B.M. #1	1.71	101.71			100.00	
0+00			3.20	5.80	98.51	95.91
1+00			4.10	6.30	97.61	95.41
2+00			3.70	6.54	98.01	95.17
3+00			4.74	6.44	96.97	95.27
4+00			5.24	7.15	96.47	94.56
T.P	^{stake} 2.96	99.43	5.24		96.47	
5+00			3.25	5.66	96.13	93.77
6+00			3.82	4.74	95.61	94.69
7+00			4.46	5.06	94.97	94.37
B.M. #2	0.23	98.69	0.97		98.66	
8+00			4.26	4.99	94.43	93.70

Nail in power pole on W. Side of Road

Top of stake #4

Top of Ash stump 7+36 RT 60'

9+00			4.77	5.21	92.00	93.48		
10+00			4.74	5.48	93.95	93.21		
T.P.	stake 3.28	97.03						
11+00			3.39	4.47	93.84	92.76		
12+00			4.91	5.70	92.82	91.53		
13+00			4.83	5.28	92.40	91.95		
B.M. ^{#3}	3.36	96.36	4.23		93.00		Nail in foot of ELM 24" 13+00 Rt 25'	
14+00			4.07	6.08	92.29	90.28		
15+00			4.24	5.93	92.12	90.43		
T.P.	stake 3.38	95.50						
16+00			4.08	5.07	91.42	90.93		
17+00			4.05	5.66	91.46	89.84		
18+00			4.38	5.64	91.12	89.86		
T.P.	stake 5.42	96.54						
19+00			4.42	4.74	92.12	91.80		
20+00			4.14	4.74	92.40	91.80		
21+00			4.94	5.32	91.61	91.82		
B.M. ^{#4}	4.84	96.56	4.82		91.72		Nail in foot of ELM 16' 20+75' Lt 15'	
22			3.62	4.50	92.94	92.06		

23+00 3.53 4.84 93.03 91.72

24 3.77 5.11 92.87 91.45

T.P. ^{stone} 2.14 94.73

25 2.45 3.67 92.26 91.06

26 3.74 4.73 90.99 90.00

27 4.31 5.88 90.42 88.85

28 3.66 5.11 91.01 89.62

^{END} 28+40 8.76 85.97

B.M.#3 4.45 90.28 6" ash snag at end of fence 28+10. RT. 6"

	B.S.	H.I.	F.S.	Elev.
B.M.#5	3.53	93.83		90.28
T.P.	4.80	95.79	2.84	90.99
B.M.#4	4.68	96.39	4.08	91.71
T.P.	5.42	95.66	6.15	90.24
T.P.	3.89	96.03	3.52	92.14
B.M.#3	4.16	97.17	3.02	93.01
T.P.	5.32	98.91	3.58	93.59

	B.S.	H.I.	F.S.	Elev.
B.M.#2	2.26	100.75	0.42	98.49
T.P.	5.27	102.65	3.37	97.38
B.M.#1			2.30	0.35

	B.S.	H.S.	F.S.	Elev.
B.M.#1	3.06	103.06	4.27	98.79
			4.76	98.30

Sta.	B.S.	H.I.	F.S.	Elev.
0+0		100.00	7.03	92.97
5+0			8.47	91.53
10+0			9.29	90.79
15+0			9.71	90.29
20+0	7.22	96.57	10.65	89.35
25+0			8.05	88.52
	9.47	98.42	7.62	88.95
			10.11	88.31
			9.25	89.17

Levels on Pollard-Todd Ditch from 0+0
to B40 Railroad in E2SW4 24-16-1E.

R. Major Franklin - rod
Stanley Shurtle - level.
26 Oct. 1946.

0+0 at flowline tile at 0+0 of Pollard & Todd Ditch.

96.57	89.35
7.62	7.22
<u>98.95</u>	<u>96.57</u>
9.47	8.05
<u>98.42</u>	<u>88.52</u>

T.P. @ 20+0 on flowline of orig. ditch on bottom sewer crossing

on flowline N end B40 RR sewer

98.42
10.11

± 30' N of N end B40 RR sewer

88.31

on flowline S end B40 RR sewer

98.42
9.25
89.17

92.97	89.35
3.62	3.62
<u>88.95</u>	<u>85.73</u>
88.31	1.18
.64	<u>20</u>
	<u>3.62</u>
	7.16

B40 RR sewer should be lowered at least
18"

Topographic Survey of Dr. J. L. Spang
prop. between R.R. Ave (Blake St.)
and Tenn. St. in Danville.

Pt. SW⁴ NW⁴ 10-15-1W.

Dec. 6, 1946. { R. M. Franklin
Stanley Shurtle
Ephie Claypool

Dec. 7, 1946. "

Dec. 8, 1946. "

This survey made for construction
and grading for Center Twp School.

C D E F G H I U

60

K1

2

3

4

5

6

7

8

9

10

11

Sta.	B.S.	H.I.	F.S.	Elev.
------	------	------	------	-------

B.M.#1	11.31	925.85		914.539
--------	-------	--------	--	---------

			2.80	923.0
--	--	--	------	-------

			5.50	920.4
--	--	--	------	-------

			5.80	920.0
--	--	--	------	-------

			6.20	919.6
--	--	--	------	-------

			3.70	922.2
--	--	--	------	-------

N19

			3.70	922.2
--	--	--	------	-------

			3.80	922.1
--	--	--	------	-------

			4.70	921.2
--	--	--	------	-------

			4.60	921.3
--	--	--	------	-------

			3.50	922.4
--	--	--	------	-------

			4.90	920.9
--	--	--	------	-------

			7.60	918.2
--	--	--	------	-------

			7.80	918.0
--	--	--	------	-------

			9.40	917.4
--	--	--	------	-------

N18

			4.20	921.7
--	--	--	------	-------

			3.80	922.1
--	--	--	------	-------

			6.50	919.3
--	--	--	------	-------

			6.10	919.7
--	--	--	------	-------

61

U.S.C. & G.S. B.M. No T3 Elev. 914.539'

Center of intersection Blake & Tenn Sts

E Tenn St 23' E of N19

12' E of N19

9' E of N19

2' " " "

10' W of N19

14' W " "

26' " " at E Blake St.

17' S of N19

20' S " "

E Tenn 23' E of N18

12' " "

9' " "

37' W of N18

41' " "

53' " " E Blake St.

Sta.	B.S.	H.I.	F.S.	Elev.
			9.90	916.0
			10.00	915.8
			10.70	915.1
N17			6.20	919.8
			4.80	921.3
M17			4.30	921.8
			5.20	920.6
			9.00	916.8
			8.70	917.2
B.M.#2			9.07	916.78
B.M.#3	4.96	920.39	10.42	915.43
			6.60	913.8
			6.90	913.5
			7.70	912.7
N16			2.60	917.8
			1.10	919.3
M16			0.00	920.4
			2.10	918.3
L16			3.60	916.8

23' E of N17 & Tenn.

12' " "

9' " "

3' W of N17

18' W of M17

24' " "

36' " " & Blakely St

rail E side telephone pole 6' NW of L16

rail W " power " 35' ± E of M16

& Tenn St 23' E of N16

12' E of N16

9' " "

5' W of N16

4' E of L16

Sta.	B.S.	H.I.	F.S.	Elev.
			6.20	914.2
			5.60	914.8
			8.50	911.9
			9.10	911.3
			9.50	910.9
N15			5.50	914.9
			1.50	918.9
M15			1.30	919.1
L15			4.50	915.9
			6.30	914.1
			9.20	911.2
			8.80	911.6
			12.00	908.4
			12.70	907.7
			11.80	908.6
K14			11.60	908.8
L14			10.60	909.8
M14			8.30	912.1
			6.70	913.7

6' W of L16

20' " " E Blake St.

E Tenn 23' E of N15

12' E of N15

9' " "

12' W of N15

28' W of L15

34' " "

50' " " E Blake St.

33' W of K14

17' " " ditch E side Blake St.

14' " "

5' W of N14

Sta	B.S.	H.I.	F.S.	Elev.
N14			8.80	911.6
			12.10	908.3
			11.50	908.9
			11.20	909.2
T.P.	0.32	910.76	9.95	910.44
			5.50	905.3
J13			5.70	905.1
			4.60	906.2
K13			5.90	904.9
L13			4.60	906.2
M13			3.90	906.9
N13			3.60	907.2
			2.20	908.6
			5.40	905.4
			4.50	906.3
			4.40	906.4
			8.00	902.8
			8.70	902.1
J12			6.60	904.2

8' E of N14
 15' " "
 23' " " & Tenn St.
 on top of L14
 13' W of J13 & Blake St.

 6' E of J13

 4' W of N13
 6' E of N13
 14' " "
 23' " " & Tenn
 44' W of J12 & Blake
 22' " " in fence

Sta	B.S.	H.I.	F.S.	Elev.
K12			9.10	901.7
			7.40	903.4
			4.90	905.9
			4.30	906.5
			3.40	907.4
			2.20	908.6
			7.40	903.4
			9.40	901.4
			7.10	903.7
			13.80	897.0
			9.10	901.7
			12.00	898.8
L12			14.60	896.2
T.P.	1.68	900.81	11.63	899.13
			11.00	889.8
M12			10.90	889.9
			0.60	900.2
N12			3.60	897.2
T.P.	4.47	893.26	12.02	888.79

22' N of L13 at break

4' N + 25' W of M13

8' N of M13

16' N + 25' E of M13

26' N + 37' E of M13

28' N + 25' W of L13

12' N of K12

8' N of J12

27' E of K12

6' " "

39' " "

25' E of L12

14' W of M12

Sta.	B.S.	H.I.	F.S.	Elev.
N10			11.20	882.1
			4.00	889.3
			11.20	882.1
			8.60	884.7
			10.40	882.9
M10			8.50	884.8
			10.60	882.7
			10.60	882.7
			7.40	885.9
M11			6.30	887.0
L11			7.40	885.9
K11			4.90	888.4
			4.90	888.4
			4.50	888.8
			1.50	891.8
		no shot		
			3.50	889.8
			4.50	888.8
			5.80	887.5

(9' from flowline to top of arching)
 also flowline of branch at W end Tenn St. bridge
 12' S of N10 at S end leader

11' N of N10

10' W of N10

10' W & 3' N of N10

10' N of M10

12' N of M10

18' " "

22' " "

Span of bridge = 8'
 being 3' N of N11 & 5' S of N10

3' S of K11

34' S of L11

30' S of N11

6' W of N11 in fence on W Tenn St.

10' W " "

22' N of N11 in Longo's fence

21' N of M11 " " "

Sta	B.S.	H.I.	F.S.	Elev.
			6.80	886.5
			5.80	887.5
J11			4.30	889.0
			3.80	889.5
			1.10	892.2
I11			-1.00	894.3
L10			7.50	885.8
			7.40	885.9
			10.20	883.1
			10.20	883.1
			8.50	884.8
K10			6.10	887.2
J10			6.20	887.1
			4.70	888.6
I10			6.60	886.7
			4.70	888.6
			3.70	889.6
			5.20	888.2

21.5' N of L11 in Herill Long's S. fence

21.5' N of K11 " " "

15' S of J11

9' E of I11

in E fence Blake Street.

19' N of L10

23' " "

27' " "

30' " "

} branch

7' E of I10 = E tank branch
in branch

6' W of I10 = W tank branch

22' W of I10 at foot of embankment

flowline sewer under Blake St. 16' S & 22' W of I10.

This sewer, if extended eastward, would intersect
at K9 Size = 24" (?)

Sta. B.S. H.I. F.S. Elev.

K9 7.80 885.5

9.60 883.7

10.20 883.1

6.20 887.1

J9 6.20 887.1

6.00 887.3

9.40 883.9

9.40 883.9

5.60 887.7

I9 5.60 887.7

5.20 888.1

8.80 884.5

8.30 885.0

5.50 887.8

H9 1.80 891.5

4.60 888.7

8.40 884.9

8.40 884.9

4.70 888.6

68

6' S of K9

5' N of K9 in flowline branch

11' " "

stake in low spot but shot taken on average ground

10' N of J9

16' " "

20' " "

26' " "

} branch

12' N of I9

16' " "

22' " "

30' " "

} branch

25' N of H9

34' " "

41' " "

45' " "

} branch

Sta.	B.S.	H.I.	F.S.	Elev.
H8			4.60	888.7
			7.50	885.8
			7.70	885.6
			0.10	893.2
I8			5.50	887.8
			8.40	884.9
J8			5.60	887.7
K8			4.90	888.4
L8			5.20	888.1
L9			6.90	886.4
K7			2.10	891.8
J7			5.90	887.4
I7			5.50	887.8
H7			5.20	888.1
G7			3.30	890.0
			4.30	889.0
T.P.	7.00	898.77	1.49	891.77
K6			7.20	891.6

in 8 - flowline of stream at center E end bridge Blake St.
flowline 18" tile flowing from school & 4th St. It is
16' N & 30' W of H8.

ceiling of Blake St bridge.

flowline of 6" field tile from Nat 20' S & 17' W of J8

on Long's property.

" "

4' W of G7

on top of stake K7

Sta.	B.S.	H.I.	F.S.	Elev.
J6			10.10	888.7
I6			9.70	889.1
H6			8.70	890.1
G6			8.20	890.6
			8.70	890.1
			4.00	894.8
			4.00	894.8
			3.90	894.9
			4.20	894.6
			7.00	891.8
F5			8.20	890.6
G5			7.40	891.4
H5			6.40	892.4
I5			5.00	893.8
J5			6.30	892.5
K5			6.80	892.0
B.M. #4	7.64	902.92	3.49	895.28
K4			8.20	894.7
J4			8.40	894.5

34' W of G6

44' W of G6 at E edge of road

62' W of G6 at E Blake St.

40' W of F5 at E Blake St.

27' W of F5

20' W of F5

Top of sewer manhole 3' W + 2' S of K4

Sta	B.S.	H.I.	F.S.	Elev.
I4			7.20	895.7
H4			6.60	896.3
G4			9.20	893.7
F4			12.00	890.7
E4			9.90	893.0
			10.10	892.7
			7.90	895.0
			7.90	895.0
			7.20	895.7
			7.20	895.7
			8.90	894.0
E3			10.60	892.3
F3			8.80	894.1
G3			5.90	897.0
H3			3.50	899.4
I3			4.80	898.1
J3			6.40	896.5
K3			6.80	896.1
K2			4.60	898.3

5' W of E4
 14' " " Edge Blake St. (R.P. Ave)
 24' " " E Blake St.
 54' W of E3 E Blake St.
 44' " " E3 Edge Blake St.
 36' " " E3

Sta.	B.S.	H.I.	F.S.	Elev.
J2			3.80	899.1
I2			2.90	900.0
H2			3.10	899.8
G2			4.80	898.1
F2			5.80	897.1
E2			7.50	895.4
D2			7.50	895.4
			7.80	895.1
			6.50	896.7
			6.40	896.5
T.P.	8.16	908.54	2.54	900.38
K1			6.80	901.7
J1			5.60	902.9
I1			5.30	903.2
H1			6.00	902.5
G1			7.20	901.3
			5.80	902.7
F1			9.50	899.0
			7.20	901.3

22' W of D2

31' " "

43' " " $\pm$ Blake St.

On top of stake H2

11' N of G1

12' N of F1

Sta.	B.S.	H.I.	F.S.	Elev.
EI			9.60	898.9
			8.20	900.3
			12.00	896.5
DI			9.60	898.9
			12.30	896.2
CI			11.50	897.0
			10.20	898.3
			11.40	897.1
			11.20	897.3
B.M.#5			2.79	905.75
			(905.82 adjusted)	

4' N of EI
 14' S of EI
 14' S of DI
 CI is 2' W of E corner Blake St.
 8' N of CI
 16' W of CI
 27' W of CI in E Blake St.
 SW corner lot corner to house of Willard Berry, 435 S 2nd St.

B.M.#2	0.66	917.44		916.78
T.P.	0.85	906.29	12.00	905.44
			6.00	900.3
			6.00	900.3
			8.30	898.0
			7.70	898.6
			9.70	896.6
			9.20	897.1

10' W of I11
 25' " " in E Blake St.
 36' W of I10
 54' W of I10 in E Blake St.
 15' W of H9
 34' W of H9 in E Blake St.

Sta.	B.S.	H.I.	F.S.	Elev.
B.M.#6	11.49	906.98	10.80	895.49
			11.80	895.2
			12.00	895.0
B.M.#5			1.08	905.90
B.M.#3	0.51	915.94		915.43
T.P.	1.76	905.29	12.41	903.53
			1.30	904.0
			1.00	904.3
N11			10.30	895.0
			3.90	901.4
			3.60	901.7
			5.60	899.7
B.M.#7			8.21	897.08

on conc walk^{at} NW cor E handrail Blake St bridge
 19' W of G7
 32' W of G7 in E Blake St.

10' E of N12
 24' " " in E Tenn St.

10' E of N11
 22' " " in E Tenn St.

Roadway top of Tenn. St. bridge
 SW cor W headwall Tenn St. bridge

Detail of E. end of Blake St.
bridge.

Dec. 19, 1946

