

130+19.8 8"x16" R. 4"x16" L.  
 130+55 3 bay check B.M. E. 3723.94 N.E. Cor. L. Wing W.  
 132+00 B.M. E. 3720.10 on post 100' L.

Right Bank  
 Left Bank

153+11 4"x14"

153+81 8"x16"

164+54 4"x14"

172+06 to 172+91 Conc. Lining in Canal

172+57 8"x16"  
 173+17 6"x12"  
 174+79 3 bay check B.M. E. 3723.44 on conc. S. Wing W.  
 175+43 Farm Br. 14x20

179+10 8"x14"

180+61 8"x14"

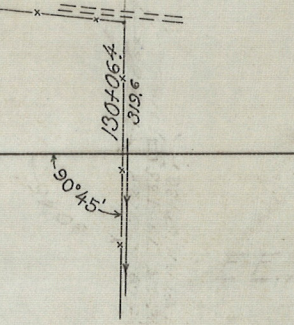
184+80 B.M. E. 3720.11 on 4"x4" post 100' R.

S = .00035

36" City Wtr. Main  
 with conc. encasement  
 and lining

SURVEY OF MAR 3, 1955  
 FIELD BOOK 4B-BK6  
 p. 36-45

3720



P.I. 136+78.8  
 $\Delta = 0^\circ 23' L.$

F.E. McIntyre

P.I. 145+48  
 P.C. 144+86.6  
 P.T. 146+10.5  
 $\Delta = 1^\circ 15' L.$

H. Casad

F.E. Martin

P.I. 160+78  
 P.C. 157+91.5  
 P.T. 162+41.5  
 $\Delta = 90^\circ L.$

ROAD

S. Strahan Est.

P.I. 165+50  
 P.C. 162+64.4  
 P.T. 167+13.3  
 $\Delta = 89^\circ 50' R.$

R.H. Davis

P.I. 172+36  
 P.C. 172+36  
 P.T. 172+36  
 $\Delta = 90^\circ 04' L. D = 163'$

Lee M. Coy

P.I. 187+21.1  
 P.C. 185+30.2  
 P.T. 188+30.2  
 $\Delta = 89^\circ 59' R.$

Lee M. Coy

130

140

150

160

170

180

190