

~~Proposed Ditch.~~

~~Levels.~~

~~No. 2~~

~~Klondike 1912.~~

LEVEL BOOK

370

KEUFFEL & ESSER CO.

DRAWING MATERIALS

AND

SURVEYING INSTRUMENTS.

NEW YORK.

SA. N. FRANCISCO.

ST. LOUIS.

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.

"Copyright, 1896, by Keuffel & Esser Co."

	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.

910.1
811.3
6118.8
3.1

Proposed Ditch Le

St	+S	H.I.	-S	Rod	Elev	Grade	Cut	
	3.21	80.86			1677.65	"		B.M.
	3.08	71.70	12.24		68.62			
105				4.4	67.8 ³	1663.95	3.4	
104				4.0	67.57	63.89	3.8	
103				4.5	67.2	63.83	3.4	
	3.36	72.72	2.34		69.36			
102				4.9	67.8	63.77	4.0	Very steep
101				5.0 4.8	67.7	63.71	4.0	
	11.65	79.64	4.73		67.97			
100				7.1	72.5	63.65	8.9	
99				12.0	67.6	63.59	4.0	
98				9.1	70.3	63.53	7.0	
	2.09	72.44	9.29		70.35			
97				4.9	67.52	63.47	4.0	
96				5.0	67.4	63.41	4.0	
	6.27	71.93	6.78		65.66			
95				5.3	66.6	63.35	3.3	

Sta	+S	H. 1	-S	Red	Elev	Grade	Cut
94		71.73		4.6	67.3	63.29	4.0
93				3.7	68.2	63.23	5.0
	5.79	75.88	4.84		67.09		
92				6.5	69.4	63.17	6.2
91				3.0	72.9	63.11	9.8
90				2.3	73.6	63.05	10.5
	4.32	75.65	4.55		71.33		
89				8.6	67.0	62.99	4.0
88				6.2	69.4	62.93	6.5
	5.54	71.54	6.65		69.00		
87				7.6	66.9	62.87	4.0
85790				7.7	66.8	62.81	4.0
	13.05	84.34	3.05		71.47		
85				13.0	71.5	62.75	8.8
84				2.3	82.2	62.69	19.5
83				9.4	73.1	62.63	10.5
	0.10	72.27	12.37		72.17		

Sta	+S	H.L.	-S	Red	Elev	Grade	Cut
82+00		72.27		5.7	66.6	62.57	4.0
81+00				5.8	66.5	62.51	4.0
81+07	2.38	69.79	1.86		67.41		
80+00				3.0	66.8	62.45	4.4
79+00				3.4	66.4	62.39	4.0
78+00				3.5	66.3	62.33	4.0
	6.39	71.18	5.00		67.79		
77+00				4.1	67.1	62.27	4.8
76+00				3.1	68.1	62.21	5.9
	6.46	73.47	4.15		67.03		
75+00				6.0	67.5	62.15	5.3
74+00				7.4	66.1	62.09	4.0
	3.76	70.25	7.00		66.47		
73				4.2	66.0	62.03	4.0
				0.41	69.84		
72				1.2	66.0	61.97	4.0
	5.03	71.81	3.47		66.78		

B.M.-

Very poor ground
and running down hillside

B.M.-1486.61

Sta	TS	H.I	-S	Rad	Elev.	Grade	cut
71		71.57		5.9	65.7	61.91	4.0
70				4.5	67.3	61.55	5.4
69				4.6	67.2	61.77	5.4
	6.11	73.37	4.35		67.46		
68				8.0	65.6	61.73	3.9
67				8.0	65.6	61.67	3.9
66				8.0	65.6	61.61	4.0
65				8.1	65.5	61.55	4.0
64				5.4	68.2	61.49	6.7
	2.00	69.49	6.58		67.49		
63				4.0	68.5	61.43	4.1
62				4.1	68.4	61.37	4.0
61				4.2	65.3	61.31	4.0
60				4.2	65.3	61.25	4.0
659				4.0	65.5	61.19	4.3
	3.14	70.22	2.41		67.08		
58				5.1	65.1	61.13	4.0

X Very Bad to here -
slide mud - running off hill

Sta	+S	H.L.	-S	Rod	Elev	Grade	cut
57		70.22		5.1	65.1	61.07	4.0
56				5.2	65.0	61.01	4.0
	6.10	71.32	5.00		65.22		
55				6.2	65.1	60.95	4.1
54				6.2	65.1	60.89	4.2
53				6.2	65.1	60.83	4.3
52				6.5	64.8	60.77	4.0
	2.52	67.99	5.85		65.47		
51				2.9	65.1	60.71	4.4
50				3.5	64.5	60.65	3.9
49				3.2	64.8	60.59	4.2
48				3.6	64.4	60.53	3.9
	2.98	69.17	1.80		66.19		
47				3.9	65.3	60.47	4.8
46				4.0	65.2	60.41	4.8
45				4.6	64.6	60.35	4.2
44				4.0	65.2	60.29	4.9

Sta	+S	H.I.	-S	Red	Elev	Grade	cut.
43		69.17		4.3	64.9	60.23	4.6
42.				5.1	64.1	60.17	3.9
	3.01	68.95	3.23		65.94		
41				5.4	63.5	60.11	3.4
40				4.2	64.7	60.05	4.7
39				4.8	64.1	59.99	4.1
39+50	3.32	67.85	4.42		64.53		
38				4.0	63.9	59.93	4.0
37				3.8	64.0	59.87	4.1
	4.20	68.40	3.65		64.20		
36				4.7	63.7	59.77	3.9
35				4.7	63.7	59.71	4.
34				4.7	63.7	59.65	4.
	3.25	67.43	4.22		64.18		
33				3.8	63.6	59.57	4.0
32				3.9	63.5	59.53	4.0
	3.91	68.30	3.04		64.39		
31				4.6	63.7	59.47	4.2

B.M.

Sta	+S	H.I.	-S	Rod	Elev.	Grade	Gut
30		68.30		4.8	63.5	59.43	4.0
29				4.6	63.7	59.37	4.3
28				4.5	63.8	59.31	4.5
	2.47	67.45	3.32		64.98		
27				4.3	63.2	59.25	3.9
26				4.4	63.2	59.19	4.0
25				3.3	64.7	59.13	5.0
	3.98	68.72	2.71		64.74		
24				5.1	63.6	59.06	4.5
23				4.7	64.0	59.01	5.0
22				4.2	64.5	58.95	5.5
21				4.7	64.0	58.89	5.1
20				5.2	63.5	58.83	4.7
19				7.4	61.3	58.77	2.6
	4.78	86.93	6.57		62.15		
18				5.6	61.3	58.67	2.6
17				5.2	61.7	58.61	3.1

Sta	+S	H.I.	-S	Rod	Elev	Grade	Cut
16		66.93		5.6	61.3	58.52	2.8
15				4.7	62.3	58.49	3.7
14				3.2	63.7	58.43	5.3
	6.50	69.68	3.25		63.68		
13				5.6	64.1	58.37	5.7
12				4.5	65.2	58.31	6.9
11				4.6	65.1	58.25	6.8
10				5.0	64.7	58.19	6.6
9+00				3.6	66.1	58.13	8.0
	3.12	69.54	3.26		66.42		
10				5.9	63.6	58.19	5.4
9				5.0	~~64.5~~	58.13	6.4
	3.11	66.99	5.66		63.88		
8				3.5	63.5	58.07	5.4
7				4.8	62.2	58.01	4.2
6				3.8	63.2	57.95	5.2
	6.13	70.90	2.22		64.77		

Sta	+S	H.I	-S	Red	Elev	Grade	Cut.
85		70.90		6.6	64.3	57.89	6.4
4				5.9	65.0	57.83	7.2
3+10				8.3	62.6	57.77	4.8
				10.2	60.7		
			4.53		66.37		

Waters. edge

July 23/24

LEVELS ON EXISTING POWER DITCH

N. FORK KLONDIKE

A. Gordon Inst.
J. Warham Rod.

Sta. BS HI I.S. F.S. Elev.

0+00 located 44' from gate, along ditch
at N.F. Intake
G = Ground at sta. W = Water surface.

BM. 918.58

4.92 923.50

0+00 G 5.2 918.3

" W 12.8 910.7

1 G 7.4 916.1

1 W 13.5 910.0

TP Note - TPs in road, stakes
set clear of traffic & 1 ft. lower
than top of South Bank
7.31 916.19
4.28 920.47

2 G 4.3 916.2

2 W 10.5 910.0

3 G 5.1 915.4

3 W 10.5 910.0

4 G 4.9 15.6

TP 4.67 915.80

-9.70
-11.99
-21.69

Soundings at Sections

INTAKE

GAGE = 4.0

0 hour water surface S bank stake

S bank L. Too N Bank

N bank

(Elev^{ns} given in brackets)3.6 (919.4) 3.0 (917.7) 0
20 20 403.5 (921.0) 2.7 (917.8) 0
15 20 254.0 (916.0) 4.0 (916.0) 0
18 25 304.7 (958) 2.9 (971) 0
10 18 225.0 (95.0) 4.6 (95.4) 0
15 20 25

(over 2 pages)

Connecting Klondike Ditch Location
Line to N.F. Intake July 20/28

BM[#] 54

944.20

1.86 946.06

→ 4.36 941.70

Approx 877 3.56 945.26

12.65 932.61

2.40 935.01

10.73 924.78

4.21 928.49

8.04 920.45

2.05 922.50

(Slough)

9.87 912.63

8.92 921.55

6.43 915.12

~~2.80~~ 917.92

~~3.37~~ 914.96

54.21

79.93

Sta BS HI FS EI

914.96

915.12 915.12

5.05 920.17

3.85 916.32

5.26 921.58

7.36 914.22

6.88 921.10

3.40 917.70

4.22 921.92

6.35 915.87

2.93 918.50

3.12 915.38

6.93 922.31

BM

3.73 918.58 ✓

Bolt NE Cor. Intake - N. Fork Ditch

Water level outside gates

9.9 912.4 20/7/28

" " inside "

11.6 910.7 29/7/28

Sta	BS	I.I.	IS	FS	Elev.			Toe N Bank
TP	Road				915.80			
	3.27	919.07						
400 W			9.1		910.0	0.0	$\frac{5.5}{17}$ (24.5)	$\frac{3.3}{30}$
5 G			4.2		14.9			$\frac{2}{36}$
5 W			9.2		909.9	0.0	$\frac{4.0}{16}$	$\frac{3.4}{28}$
6 G			4.0		15.1			$\frac{2}{30}$
TP W				3.72	915.35			
	2.76	918.11						
6 W			8.3		909.8	0.0	$\frac{4.0}{13}$	$\frac{2.4}{28}$
7 G			4.1		14.0			$\frac{2}{30}$
W			8.3		09.8	0.0	$\frac{4.6}{16}$	$\frac{3.6}{26}$
8 G			4.1		14.0			$\frac{2}{30}$
W			8.3		09.8	0.0	$\frac{4.7}{14}$	$\frac{4.5}{26}$
TP	Road			4.74	913.37			
	5.40	918.77 ✓						
9 G			5.2		13.2	0.0	$\frac{5.3}{17}$	$\frac{3.5}{30}$
10 G			4.1		14.7			$\frac{2}{35}$
W			9.1		09.6	0.0	$\frac{4.0}{13}$	$\frac{2.9}{22}$
	11.43 - 8.48 2.95							$\frac{2}{26}$

as less otherwise noted, regularly on bank above

Sta	BS	HI	IS	FS	Elev	SBlk	ϕ		Toen Blk	N Blk
		918.77 ✓								
TP	Road			0.98	917.79					
	6.73	924.52								
11 G			4.1		920.4	$\frac{0}{0}$	$\frac{3.2}{13}$		$\frac{2}{23}$	$\frac{0}{30}$
12 G			5.3		19.2					
12 W			15.1		09.4	$\frac{0}{0}$	$\frac{3.10}{12}$		$\frac{2}{20}$	$\frac{0}{25}$
TP				5.64	918.83					
	4.56	923.44								
13 G			5.2		18.2	$\frac{0}{0}$	$\frac{3.3}{20}$		$\frac{3}{28}$	$\frac{0}{30}$
14 G			5.9		17.5	$\frac{0}{0}$	$\frac{3.2}{14}$		$\frac{3}{22}$	$\frac{0}{27}$
TP	Road			8.27	915.17					
	4.58	919.75								
15 G			4.5		15.2					
15 W			10.8		08.9	$\frac{0}{0}$	$\frac{3.5}{12}$		$\frac{2}{20}$	$\frac{0}{25}$
16 G			4.8		15.0					
16 W			10.9		08.9	$\frac{0}{0}$	$\frac{3.4}{12}$		$\frac{2.9}{30}$	$\frac{0}{33}$
TP	Road			5.85	913.90					
	3.44	917.34 ✓								
					-10.74 -19.34 -1.43					

Sta	BS	HI	IS	FS	EI	S Blk	4 ₂	Toe N Blk	N Blk
		917.34 ✓							
17 G			2.0		915.3				
W			8.4		08.9	0/0	$\frac{3.2}{14}$	$\frac{2}{22}$	$\frac{0}{25}$
18 G			6.2		911.1				
W			8.6		908.7	0/0	$\frac{3.3}{10}$	$\frac{2}{20}$	$\frac{0}{25}$
TP	Road			4.25	913.09				
	5.24	918.33							
19 G			5.4		12.9				
W			10.0		908.3	0/0	$\frac{3}{10}$	$\frac{3}{18}$	$\frac{0}{22}$
20 G			4.9		13.4				
W			10.0		908.3	0/0	$\frac{3.2}{10}$	$\frac{2.5}{18}$	$\frac{0}{20}$
21 G			6.5		11.8				
W			10.3		908.0	0/0	$\frac{3}{8}$	$\frac{2}{18}$	$\frac{0}{20}$
22 G			5.6		12.7				
W			10.4		07.9	0/0	$\frac{3.3}{13}$	$\frac{2.5}{20}$	$\frac{0}{25}$
TP	Road			7.58	910.75				
	5.95	916.70 ✓							

Sta	BS	HI	IS	FS	E.L.	SBk	Σ		Toe N.Bk	N.Bk
		916.70	✓							
23 G			5.2		911.5					
23 W			8.9		907.8	0	$\frac{2.5}{10}$		$\frac{2}{20}$	$\frac{0}{25}$
24 G			4.6		12.1					
24 W			9.0		907.7	0	$\frac{2.6}{13}$		$\frac{2.5}{25}$	$\frac{0}{30}$
25 G			4.9		911.8					
25 W			9.0		07.7	0	$\frac{2.7}{17}$		$\frac{2}{30}$	$\frac{0}{35}$
26 G			5.0		11.7					
26 W			9.0		907.7	0	$\frac{3.4}{15}$		$\frac{2.5}{34}$	$\frac{0}{36}$
27 G			5.8		10.9					
27 W			9.0		07.7	0	$\frac{3.5}{18}$		$\frac{2.6}{37}$	$\frac{0}{40}$
28 G			5.2		11.5					
28 W			9.0		07.7	0	$\frac{5.1}{21}$		$\frac{3.7}{38}$	$\frac{0}{42}$
29 G			5.9		910.8					
29 W			9.0		07.7	0	$\frac{4.0}{24}$		$\frac{4.0}{40}$	$\frac{0}{50}$
TP				5.94	910.76					
	Red									
	6.04	916.80	✓							
	-5.94									
	+6.10									

SBk or a 1 to 1 unless otherwise noted.

Sta	BS	HI	IS	FS	Elev	S Bk	ℓ		Tot N Bk	N Bk
		916.80 ✓					14		910	1
30 G			6.4		910.4			15.24		
W			9.1		907.7	0	$\frac{4.0}{21}$		$\frac{3.4}{32}$	$\frac{0}{40}$
31 G			5.1		911.7					
W			9.3		907.5	0	$\frac{3.4}{17}$		$\frac{3.0}{25}$	$\frac{0}{32}$
32 G			4.3		912.5					
W			9.4		907.4	0	$\frac{3.3}{16}$		$\frac{2.0}{27}$	$\frac{0}{30}$
33 G			5.3		911.5					
W			9.6		907.2	0	$\frac{3.3}{14}$		$\frac{2.5}{25}$	$\frac{0}{30}$
34 G			5.7		911.1					
W			—			0	$\frac{3.2}{20}$		$\frac{2}{30}$	$\frac{0}{40}$
35 G			6.4		910.4					
W			9.6		907.2	0	$\frac{3.2}{26}$		$\frac{3.6}{38}$	$\frac{0}{43}$
36 G			6.1		910.7					
W			9.6		907.2	0	$\frac{5.3}{20}$		$\frac{4.4}{37}$	$\frac{0}{45}$
TP	Rod			6.00	910.80					
TP	4.44	915.24		5.53	909.71 ✓					
					-11.53 4.44 -7.09					

Sta	BS	HI	IS	FS	Elev.	S Bank	Lo	Toe NBK	NBK
TP	Lead				909.71	✓			
	6.17	915.88	✓						
37 G			6.2		909.7				
W			8.7		907.2	$\frac{0.5}{0.5}$	$\frac{5.4}{16}$	$\frac{5.6}{30}$	$\frac{0}{34}$
38 G			6.3		909.6				
W			8.7		907.2	$\frac{0}{0}$ (str)	$\frac{6}{10}$	$\frac{4}{28}$	$\frac{0}{33}$
39 G			6.9		909.0				
W			8.7		97.2	$\frac{0}{0}$ ($\frac{1}{2}$ to 1)	$\frac{6.2}{20}$	$\frac{3.5}{26}$	$\frac{0}{32}$
40 G			5.0		10.9				
W			8.7		07.2	$\frac{0}{0}$ ($\frac{1}{2}$ to 1)	$\frac{6.0}{16}$	$\frac{4.7}{26}$	$\frac{0}{32}$
41 G			6.1		09.8				
W	41+30 Bridge to Steam Shovel		8.8		07.1	$\frac{0}{0}$ (1 1/2)	$\frac{6.2}{16}$	$\frac{5.4}{30}$	$\frac{0}{36}$
42 G			6.1		09.8				
W			8.8		07.1	$\frac{0}{0}$ ($\frac{1}{2}$ - 1)	$\frac{6}{17}$	$\frac{3.3}{32}$	$\frac{0}{35}$
43 G			6.5		09.4				
W			8.8		07.1	$\frac{0}{0}$ ($\frac{1}{2}$ - 1)	$\frac{5.2}{15}$	$\frac{4.0}{28}$	$\frac{0}{34}$
44 G			5.8		10.1				
W			8.8		07.1	$\frac{0}{0}$ ($\frac{1}{2}$ - 1)	$\frac{5.4}{15}$	$\frac{4.6}{30}$	$\frac{0}{34}$

Sta	BS	HI	IS	FS	Elev	S back	Slope	L	Ten Nbr	NBR	~~1105~~
		915.47 ✓									
54 G			6.6		908.9	%	1 1/2 - 1	5.3 14	5.2 22	0 20	
W			8.5		907.0						
55 G			4.1		911.4						
W			8.6		906.9	%	2 1/2 - 1	4.2 16	3.6 23	0 28	
56 G			4.1		911.4						
W			8.8		906.7	%	1 1/2 - 1	3.4 14	2.7 21	0 25	
57 G			4.4		911.1						
W			8.8		906.7	% 1/8	2 - 1	4.3 13	3.2 19	0 24	
58 G			2.9		912.6						
W			9.1		906.4	%	1 1/2 - 1	5.3 13	3.2 18	0 20	
TP	Road			2.76	912.71						
	3.76	916.47 ✓									
59 G			3.7		912.8						
W			10.7		905.8	% 1/8	2 1	3.2 10	2.5 18	0 20	
60 G			4.5		912.0						
W			10.9		905.6						
	3.76 2.76 +1.00					%	1 1/2 - 1	3.0 14	2 20	0 27	

Sta	BS	HI	IS	FS	Elev	S Bank	Slopes Bank	B	Toen Bank		
		916.47									
61 G			6.7		909.8						
W			11.3		905.2	0%	2/1	2	$\frac{2.5}{12}$	$\frac{2}{20}$	$\frac{0}{23}$
62 G			7.7		908.8						
W			11.4		905.1	0%		15-1	$\frac{4}{16}$	$\frac{3}{25}$	$\frac{0}{32}$
63 G			7.7		908.8						
W			11.4		905.1	0%		1 1/2 to 1	$\frac{6.6}{30}$	$\frac{6}{55}$	$\frac{0}{65}$
TP				8.25	908.42						
	5.67	914.09									
BM	Rock, S bank ditch 40' from water, on pole line to Klondike Ditch		10.71		903.38						
64 G			5.3		908.8						
W			8.9		903.2	0%		1 1/2 to 1	$\frac{7.5}{20}$	$\frac{10.2}{30}$	$\frac{7.5}{40}$
65 G			5.3		911.2						
W			9.0		905.1	0%		2 to 1	$\frac{6.0}{24}$	$\frac{4.0}{14}$	$\frac{0}{55}$
66 G			3.3		910.8	0%		1 1/2 to 1	$\frac{6.5}{20}$	$\frac{4.5}{36}$	$\frac{0}{48}$
TP	Rock			2.77	911.32						
	5.67			10.82							
	5.15										

Tangent.

Curve
Right.

Tangent.

Sta.	BS	HI	IS	FS	Elev	S Bank	Slope	ϕ	Toe N	N
TP	Road				911.32				Bank	Bank
	4.72	916.04								
67 G			5.7		910.3	0%	1 1/2 to 1	6.7/20	4.6/35	0/48
68 G			4.3		911.7	0%	2 to 1	5/22	4.8/40	0/50
69 G			6.2		909.8	10% 2/3	2-1	5/24	6/45	0/55
W			10.9		905.1					
70 G			7.3		908.7	0%	1 1/2-1	5.2/20	3.0/40	0/52
71 G			6.1		909.9	0%	2-1	5.6/23	4.7/35	0/50
72 G			6.2		909.8	0%	2-1	5.9/17	4.2/35	0/45
72 W			10.9		905.1					
TP	Road			6.48	909.56					
	5.17	914.73								
73 G			3.4		911.3	0%	1 1/2-1	5.3/17	3.5/30	0/40
74 G			5.8		908.9	0%	1 1/2-1	8/20	7.2/30	0/40
75 G			5.7		909.0	0%	1 1/2-1	9.1/20	5.0/30	0/38
76 G			6.2		908.5					
W			9.6		905.1	0%	1 1/2-1	5.0/20	5.5/33	0/45

Sta.	B S	H1	IS	FS	Elev	S Bank	Slope	$\frac{L}{S}$	Toen Bank	N Bank	
		914.73 ✓				$\frac{0}{0}$	$1\frac{1}{2}-1$	$\frac{5.9}{23}$	$\frac{4.0}{33}$	$\frac{0}{43}$	(77+00)
77 G			5.5		909.2						
78 G			6.6		908.1	$\frac{0}{0}$	$1\frac{1}{2}-1$	$\frac{5.1}{20}$	$\frac{4.6}{35}$	$\frac{0}{45}$	
TP				6.65	908.08						
	4.80	912.88									
79 G			4.9		908.0	$\frac{0}{0}$	$1\frac{1}{2}-1$	$\frac{5.8}{20}$	$\frac{5.8}{35}$	$\frac{0}{45}$	
80 G			3.6		909.3						
W			7.8		905.1	$\frac{0}{0}$	2-1	$\frac{6.1}{18}$	$\frac{5.0}{30}$	$\frac{0}{40}$	
81 G			4.6		908.3	$\frac{0}{0}$	$1\frac{1}{2}-1$	$\frac{5}{18}$	$\frac{4.3}{25}$	$\frac{0}{35}$	
82 G			3.6		909.3	$\frac{0}{0}$	$1\frac{1}{2}-1$	$\frac{5.8}{10}$	$\frac{4.7}{18}$	$\frac{0}{25}$	(82+00)
W			7.9		905.0	$\frac{0}{0}$	2-1	$\frac{4.7}{18}$	$\frac{2.6}{18}$	$\frac{0}{23}$	(83+00)
TP	Road			208	910.80	$\frac{0}{0}$	1-1	$\frac{3.0}{10}$	$\frac{2.5}{18}$	$\frac{0}{23}$	(84+00)
	6.73	917.53 ✓									
83 G			5.3		912.2						
W			12.7		904.8						
84 G			3.4		914.7						
W			12.9		904.6						
	+11.53 - 9.73 1.80			-9.73							

Sta	BS	HI	IS	FS	Elev	S. Bk	Slope	to	Toe N Bank	N Bank
		917.53 ✓								
85 G			7.2		910.3					
W			13.4		904.1	0	1-1	$\frac{3}{12}$	$1\frac{1}{2}-1$	$\frac{0}{23}$
TP 86	Road			8.32	909.21					
	3.66	912.87								
86 G			3.5		909.4					
W			8.9		904.0	0	2-1	about 3.5	$\frac{0}{24}$ ($1\frac{1}{2}-1$)	
87 G			4.2		908.7	0	$1\frac{1}{2}-1$	about 3.5'	$\frac{0}{27}$	
W			8.9		904.0		both bks.			
88 G			3.5		909.4					
W			9.0		903.9	0	$1\frac{1}{2}-1$	$\frac{3.6}{12}$	$\frac{3.2}{21}$	$\frac{0}{25}$
89			4.6		908.3	0	2-1	$\frac{4.5}{12}$	$\frac{4.5}{25}$	$\frac{0}{40}$
TP	Road			3.51	909.36					
	3.85	913.21 ✓								
90 G			-		-	0	$1\frac{1}{2}-1$	$\frac{4}{12}$	$\frac{3.8}{20}$	$\frac{0}{26}$
91 G			2.8		910.4	0	1-1	$\frac{4.0}{12}$	($1\frac{1}{2}-1$)	$\frac{0}{26}$
92 G			4.8		908.4					
W	7.51		9.5	$\frac{-10.83}{7.51} = -14.32$	903.7	0	2-1	$\frac{3.5}{15}$	$\frac{3.2}{23}$	$\frac{0}{26}$

Roll Capsured.
30/7/28

[illegible]

Sta.	BS	HI.	IS	FS	Elev	S Bank	Slope	$\frac{Q}{L}$	Toe N Bank	North Bank	
		912.24 ✓							912.30		
101	G		4.0		908.30						
	W	Rapid begins	9.0		903.2	$\frac{0}{0}$	$\frac{1}{1}$	2-1	$\frac{(3.7)}{13}$	Slope 2-1	$\frac{0}{27}$
TP	ended	(Road) 23/7/28		3.54	908.70 ✓						
		3.60	912.30								
102	G		5.5		906.8	$\frac{0}{0}$	$\frac{1}{1}$	2-1	$\frac{3.7}{14}$	$\frac{3.7}{20}$	$\frac{0}{27}$
	W		9.2		903.1						Curve L
TP				5.04	907.26						
		5.71	912.97								
103	G		5.4		907.6						
	W		10.0		903.0	$\frac{0}{0}$	$\frac{1}{1}$	2-1	$\frac{4.0}{13}$	$\frac{3.2}{22}$	$\frac{0}{26}$
104	G		5.1		907.9						
	W		10.0		903.0	$\frac{0}{0}$		$1\frac{1}{2}-1$	$\frac{3.7}{17}$	$\frac{2.8}{23}$	$\frac{0}{29}$
105	G		6.4		906.6						
	W		10.1		902.9	$\frac{0}{0}$		$1\frac{1}{2}-1$	$\frac{3.9}{14}$	$\frac{3.4}{26}$	$\frac{0}{30}$
TP	Road			6.53	906.44						
		5.31	911.75 ✓								
		14.62									
				15.11							
				14.62							
				0.49							

Sta.	B.S.	H.I.	IS	FS	Elev.	S Bank	Slope	Lo	Top Slope N Bank	N Bank	
		911.75									
106 G			4.1		907.6	% $\frac{1}{3}$	2-1	$\frac{3.6}{14}$	$\frac{2.6}{26}$	$\frac{0}{34}$	
107 G			4.9		906.8						
W			9.0		902.7	%	$1\frac{1}{2}-1$	$\frac{3.1}{15}$	$\frac{2.6}{27}$	$\frac{0}{35}$	
108 G			4.4		907.3						
W			9.0		902.7	% $\frac{1}{1}$	2-1	$\frac{4.1}{20}$	$\frac{3.7}{33}$	$\frac{0}{45}$	EC CURVE R
TP	Road			4.56	907.19						
	3.86	911.05									
109 G			3.5		907.5	%	2-1	$\frac{5.3}{25}$	$\frac{4.9}{40}$	$\frac{0}{52}$	TANGT.
110 G			4.9		906.1						
W			8.3		902.7	%	$1\frac{1}{2}-1$	$\frac{5.6}{15}$	$\frac{5.4}{30}$	$\frac{0}{40}$	"
111 G			4.6		906.4						
112 G			4.9		906.1	%	$1\frac{1}{2}-1$	$\frac{5.8}{14}$	$\frac{4.3}{30}$	$\frac{0}{38}$	111+00
113 G			4.2		906.8						
W	113+30	foot bridge	8.3		902.7	%	$1\frac{1}{2}-1$	$\frac{5.4}{20}$	$\frac{4.5}{30}$	$\frac{0}{36}$	112+00
114 G			5.5		905.5	%	$1\frac{1}{2}-1$	$\frac{5.6}{20}$	$\frac{4.7}{30}$	$\frac{0}{35}$	113+00
TP	Road			5.06	905.99	%	$1\frac{1}{2}-1$	$\frac{5.9}{18}$	$\frac{3.9}{30}$	$\frac{0}{40}$	114+00
	3.86										BC CLEAR

$\frac{9.62}{3.86}$
 $= 5.96$

Sta	BS	HI	IS	FS	Elev	S Bank	Slope	Lo	Toe Slope N Bank	N Bank	
		912.74									
125 G			5.4		907.3	0	1 1/2-1	4.9/13	3.5/23	0/32	B.C.C.L.
126 G			3.2		909.5						
W			10.3		902.4	0	1 1/2-1	4.9/16	4.9/27	0/35	
TP	Road			3.34	909.40						
	5.27	914.67									
127 G			4.0		910.7						E.C.C.L.
W			12.4		902.3	0	1 1/2-1	4.9/16	3.0/23	0/27	
128 G			5.2		909.5						
W	Rapids begin		12.4		902.3	0	1-1	4.9/15	3.5/25	0/30	
129 G			4.5		910.2						B.C.C.L.
W			12.6		902.1	0 2/3	—	4.0/12	2/18	0/22	
130 G			4.7		910.0						
W			12.8		901.9	0	1 1/2-1	3.7/13	2/18	0/23	
131 G			5.0		909.7						E.C.C.L.
W			13.0		901.7	0	3-1	3.0/12	2.6/20	0/25	
132 G			4.6		910.1						
W			13.2		901.5	0	2-1	2.5/15	2.5/22	0/26	

Sta.	B. S.	H.I.	I.S.	F. S.	Elev	S Bank	Slope	L	Toe Slope N Bank	N Bank	
		914.67 ✓									
TP ₂	Road	~~#5~~		4.02	910.65						
	2.18	912.83									
133	G		2.1		910.7						
	W		11.8		901.0	0%	1 1/2 - 1	2.7 14	2/20	0/25	CACHE
B.M.	(On pile W of Cache, 2' above ground)			5.00	907.83						
134	G		3.0		909.8						
	W		12.0		900.8	0%	2 1/2	3.0 14	2.5 22	0/26	
135	G		3.8		909.0						
	W		12.2		900.6	0%	1 1/2 - 1	3.2 13	2.3 22	0/27	
136	G		2.9		909.9						
TP	Road			4.75	908.08						
	3.69	911.77 ✓									
136	W		11.2		900.6	0%	2 - 1	3.3 12	3/20	0/25	
137	G		4.8		907.0						
	W		11.6		900.2	0%	2 - 1	3.4 12	2/20	0/24	
138	G		4.6		907.2						
	W	5.87	11.8	8.77 3.87 5.90	900.0	0%	1 1/2 - 1	3.1 12	2.1 22	0/26	

NORTH FORK POWER LITCH CROSS-SECTIONS

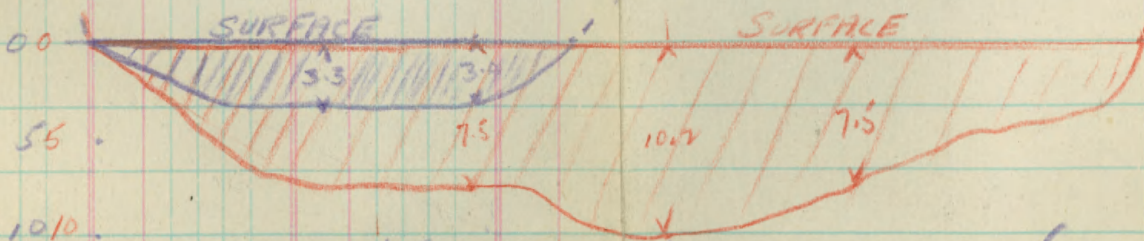
0 10 20 30 40 50 60
0 10 20 30 40 50 60

TYPICAL SECTIONS IN RAPIDS HOR 1"=10'
" " " PONDS VERT 1"=10'

E1907.9
Ground Stake

E1908.8
Ground Stake

Sta 136
Sta. 64



E1. 900.6
E1. 905.7

No horizontal measurements made above surface.

S/g.	B.S.	H.I.	I.S.	F.S.	Elev.	S Bank	Slope	Q	Top Slope N Bank	N Bank	
		911.77 ✓									
139 G	(stake set low)	6.7			905.1						
W		11.9			899.9	0%	2/0	—	3.0/12	3/40	0/25
TP	Road			3.93	907.84						
	2.03	909.87									
140 G		6.3			903.6						
W		10.1			899.8	0%	2/4	—	3.2/12	1.4/22	0/25 BCCR
141 G		6.3			903.6						
W		10.2			899.7	0%	2/1	—	3.3/12	2.0/21	0/25
142 G		6.7			903.1						EC CR
W		10.4			899.5	0%	2/1	—	2.8/14	2.3/26	0/32
143 G		7.4			902.5						BCC L
W		10.5			899.4	0%	2/1	—	2.6/13	1.7/30	0/35
144 G		6.8			903.1						EC CL
W		10.6			899.3	0%	2.5/1	—	2.8/12	2.8/32	0/35
TP	Road			4.81	905.06						
	3.19	908.25 ✓									
	5.22										

8.74
5.22
3.52

Sta.	B.S.	H.I.	I.S.	F.S.	Elev	S Bank	Slope	L	Top Slope N Bank	N Bank		
		908.25 ✓										
145 G	(stake low)		6.6		901.7						BCCR	
W			9.1		899.2	0/0	2/1	—	2.5 18	2.3 35	0 42	
146 G	do		6.7		901.6							
W			9.2		899.1						(146)	
147 G			6.8		901.5	0/0	2/2	—	3.2 18	2.6 30	0 40	ECCR
W			9.4		898.9							
148 G	air line back along here		4.9		903.4							
W			9.6		898.7	0/0	2/2	—	3 15	2.5 30	0 40	(147)
149 G			4.8		903.5							
W			9.9		898.4	0/0	2/2	—	2.5 10	1.6 25	0 32	(148)
150 G			5.3		903.0	0/0	2/2	—	2.4 14	1.9 33	0 38	(149)
TP	Road			4.33	903.92 ✓						1	
	6.64	910.56 ✓				0/0	2/3	—	2.1 15	1.5 33	0 39	(150) ~~the~~
150 W			12.4		898.2							
151 G			7.5		903.1							
W			12.7		897.9	0/0	2/3	—	2.4 12	2.1 27	0 33	BCCR

Sta.	B.S.	H.I.	I.S.	F.S.	Elev.	S. Bank	Slope	$\frac{L}{S}$	Total Slope N Bank	N Bank	
		910.45	✓								
159 G			9.7		900.8	%	$\frac{1}{2}-1$	$\frac{5.5}{17}$	$\frac{4.7}{26}$	$\frac{0}{32}$	
160 G			8.1		902.4						
W			13.0		997.5	%	1-1	$\frac{6.4}{13}$	$\frac{4.4}{22}$	$\frac{0}{28}$	
161 G			9.9		900.6						
W			13.0		897.5	% $\frac{1}{3}$	$1\frac{1}{2}-1$	$\frac{7.7}{14}$	$\frac{6.2}{25}$	$\frac{0}{31}$	Mud on S Bank Coring along 50'
162 G			9.0		901.5						
W			13.0		897.5	%	$\frac{1}{2}-1$	$\frac{6.4}{12}$	$\frac{5.3}{20}$	$\frac{0}{32}$	
163 G			7.5		903.0						
W			13.0		897.5	%	$\frac{1}{2}-1$	$\frac{6.0}{14}$	$\frac{5.2}{22}$	$\frac{0}{28}$	
164 G			6.5		904.0						
W			13.0		897.5	%	$\frac{1}{2}-1$	$\frac{7.8}{10}$	$\frac{7.0}{16}$	$\frac{0}{24}$	
165 G			6.6		903.9						
W			13.0		897.5	% $\frac{6}{2}$	—	$\frac{6.7}{11}$	$\frac{7.0}{16}$	$\frac{0}{26}$	Mud carving on 30' front
TP	Road			4.74	905.71						
	2.35	908.06	✓								
166 G			5.1		903.0						
W			10.7		897.4	% $\frac{2}{3}$	$\frac{7.7}{8}$	$\frac{8.2}{12}$	$\frac{5.7}{24}$	$\frac{0}{30}$	

Stn.	B.S.	H.I.	I.S.	F.S.	Elev.	S Bank	Slope	℄	Toe Slope N Bank	N Bank
		908.06 ✓								F
167 G			6.9		901.2					ECCL
✓			10.7		897.4	$\frac{0}{0}$	$\frac{2}{4}$	$\frac{8}{8}$	$\frac{8.1}{20}$	$\frac{6.4}{26}$ $\frac{0}{34}$
168 G			4.7		903.4					
W			10.7		897.4	$\frac{0}{0}$	$\frac{2}{4}$	$\frac{1}{2}-1$	$\frac{6.1}{12}$	$\frac{5.4}{24}$ $\frac{0}{34}$
169 G			6.0		902.1					
W			10.7		897.4	$\frac{0}{0}$		$1\frac{1}{2}-1$	$\frac{7.2}{16}$	$\frac{4.6}{23}$ $\frac{0}{30}$
170 G			5.7		902.4					ECCL
W			10.8		897.3	$\frac{0}{0}$		1-1	$\frac{5.5}{12}$	$\frac{3}{8}$ $\frac{0}{28}$
171 G			5.3		902.8					
W			10.8		897.3	$\frac{0}{0}$		1-1	$\frac{6.4}{14}$	$\frac{5.8}{26}$ $\frac{0}{34}$
TP	Road			3.36	904.70					
	5.30	910.00	✓							
172 G			7.4		902.6					
W			12.9		897.1	$\frac{0}{0}$	$\frac{1}{4}$	1-1	$\frac{6.8}{19}$	$\frac{7.3}{25}$ $\frac{0}{35}$
173 G			?		—					
W			12.9		897.1	$\frac{0}{0}$		$1\frac{1}{2}-1$	$\frac{7.3}{14}$	$\frac{4.8}{25}$ $\frac{0}{35}$

Sta	B.S.	H.I.	I.S.	F.S.	Elev.	S Bank	Slope	±	Toe Slope N Bank	N Bank	
		910.00									
174 G			6.7		903.3	0	$\frac{30}{2}$ $\frac{6.4}{8}$	$\frac{7.7}{12}$	$\frac{5.0}{24}$	$\frac{0}{32}$	
175 G			5.4		904.6	0	$\frac{7}{8}$	$\frac{7.8}{12}$	$\frac{5.6}{24}$	$\frac{0}{34}$	
176 G			7.4		902.6						
W			12.9		897.1	0	$\frac{6.2}{5}$	$\frac{6.8}{12}$	$\frac{4.5}{23}$	$\frac{0}{32}$	
177 G			6.2		903.8	0	$1\frac{1}{2}-1$	$\frac{8.2}{12}$	$\frac{4.8}{22}$	$\frac{1}{27}$ $\frac{2}{32}$	
TP	Road			6.25	903.75	✓					
	3.47	907.22									
178 G			4.7		902.5						
W			10.2		892.0	0	$\frac{1}{4}$ $1-1$	$\frac{6.3}{14}$	$\frac{5.2}{25}$	$\frac{0}{30}$ $\frac{0}{35}$	
179 G			7.1		900.1	0	$1-1$	$\frac{5.9}{15}$	$\frac{5.5}{25}$	$\frac{1}{30}$ $\frac{0}{35}$	BECC
180 G			6.9		900.3	0	$1-1$	$\frac{5.7}{15}$	$\frac{4.5}{24}$	$\frac{1}{30}$ $\frac{0}{35}$	BECC
181 G			6.8		900.4						
W			10.3		896.9	0	$\frac{4}{5}$ $\frac{4.2}{8}$ $1-1$	$\frac{6.9}{15}$	$\frac{6.0}{20}$	$\frac{1}{27}$ $\frac{0}{33}$	
182 G			5.9		901.3	0	$1\frac{1}{2}-1$	$\frac{6.1}{16}$	$\frac{4.9}{22}$	$\frac{0}{28}$ $\frac{0}{33}$	
183 G			5.2		902.0	0	$\frac{2}{5}$ $\frac{1}{2}-1$	$\frac{6.6}{17}$	$\frac{5.8}{23}$	$\frac{1}{28}$ $\frac{0}{35}$	
184 G			5.3		901.9						
W			10.3		896.9	0	$\frac{3}{3}$ $\frac{6}{4}$	$\frac{6.4}{16}$	$\frac{5.0}{25}$	$\frac{1}{30}$ $\frac{0}{38}$	

INTAKE GAGE 4.0
Aug 1st

Long
Tangent

Sta	BS	H.I.	IS	FS	Elev.	S Bank	Slope	L	Toe Slope N Bank	N Bank	
		907.22	✓								
TP	Road			4.36	902.86						
	4.71	907.57	✓								
185 G			5.5		902.1	0	$\frac{3}{5}$	$\frac{1}{2}-1$	$\frac{6.8}{14}$	$\frac{5.2}{20}$	$\frac{0}{30}$
186 G			6.2		901.4						
W			10.7		896.9	0		1-1	$\frac{6.0}{15}$	$\frac{4.0}{26}$	$\frac{0}{33}$
187 G			5.9		901.7	0	$\frac{3}{6}$	$\frac{5}{9}$	$\frac{4.3}{15}$	$\frac{4.5}{26}$	$\frac{0}{36}$
188 G			6.4		901.2	0	$\frac{2}{4}$	$\frac{6}{9}$	$\frac{6.1}{15}$	$\frac{5.5}{25}$	$\frac{0}{32}$
189 G			6.2		901.4	0	$\frac{2}{4}$	1-1	$\frac{6.1}{16}$	$\frac{5.2}{28}$	$\frac{0}{34}$
190 G			7.0		900.6						
W			10.7		896.9	0	$\frac{2}{5}$	1-1	$\frac{5.8}{14}$	$\frac{4.5}{25}$	$\frac{0}{34}$
191 G			6.1		901.5						
TP	Road			5.73	901.84	0	$\frac{2}{5}$	$\frac{1}{2}-1$	$\frac{5.5}{12}$	$\frac{5}{27}$	$\frac{0}{36}$
	3.55	905.39	✓								
192 G			6.4		899.0	0	$\frac{1}{4}$	$\frac{1}{2}-1$	$\frac{5.7}{15}$	$\frac{3.6}{27}$	$\frac{0}{36}$
193 G			6.5		898.9	0	$\frac{1}{2}$	$\frac{1}{2}-1$	$\frac{5.7}{14}$	$\frac{4.5}{25}$	$\frac{0}{34}$
194 G			6.7		898.7						
W			8.6		896.8	0	$\frac{1}{3}$	$\frac{1}{2}-1$	$\frac{4.9}{20}$	$\frac{4.6}{30}$	$\frac{0}{39}$

Tangent

Long

BECK

ECCR

Sta.	B.S.	H.I	I.S	F.S	Elev ^u	S Bank	Slope	±	Toe Slope N Bank	N Bank	
		905.39 ✓									
195 G			5.2		900.2	0	$\frac{1}{2}$	1-1	$\frac{5}{19}$	$\frac{4.6}{27}$	$\frac{0}{36}$
196 G			6.5		898.9	0	$\frac{2}{3}$	1-1	$\frac{5.5}{16}$	$\frac{5.7}{26}$	$\frac{0}{36}$
TP 197 G	Road			6.17	899.22 ✓						
		6.33	905.55 ✓								
197 G			6.1		899.4	0	$\frac{2}{3}$	1-1	$\frac{6.5}{20}$	$\frac{6.6}{24}$	$\frac{0}{32}$
198 G			6.3		899.2						
W			8.8		896.8	0	$\frac{2}{3}$	1-1	$\frac{5.2}{19}$	$\frac{5.8}{28}$	$\frac{0}{36}$
199 G			6.5		899.1	0	$\frac{1}{6}$	1-1	$\frac{5.6}{21}$	$\frac{5.5}{33}$	$\frac{0}{40}$
200 G			6.4		899.2						
W			8.8		896.8	0	$\frac{1}{3}$	1-1	$\frac{5.1}{18}$	$\frac{5.0}{28}$	$\frac{0}{35}$
201 G			7.1		898.5	0	$\frac{2}{3}$	1-1	$\frac{5.7}{15}$	$\frac{5.5}{27}$	$\frac{0}{36}$
202 G			6.0		899.6	0		$1\frac{1}{2}-1$	$\frac{6.1}{18}$	$\frac{4.5}{30}$	$\frac{0}{38}$
203 G			6.0		899.6	0		$1\frac{1}{2}-1$	$\frac{5.3}{18}$	$\frac{5.1}{28}$	$\frac{0}{37}$
TP Road				5.24	900.31 ✓	0			~~$\frac{5.1}{18}$~~		
		4.47	904.78 ✓								
204 G			5.2		899.6						
W			8.1		896.7	0		1-1	$\frac{6.1}{18}$	$\frac{4.3}{25}$	$\frac{0}{35}$

B.C. C.L.

EC C.L.

B.C.C.L.

Sta.	BS	HI	I.S.	FS	Elev.	S Bank	Slope	$\angle$	Toe Slope N Bank	N Bank	
		904.78 [✓]									
205 G			5.1		899.7	0	1-1	$\frac{5.7}{15}$	$\frac{5.6}{23}$	$\frac{0}{30}$	ECCL
206 G			4.9		899.9						
W			8.2		896.6	0	1-1	$\frac{5.8}{18}$	$\frac{3.92.5}{24.25}$	$\frac{0}{32}$	
207 G			6.1		898.7	0	1-1	$\frac{5.7}{14}$	$\frac{5.6}{26}$	$\frac{0}{34}$	
208 G			5.9		898.9						
W			8.2		896.6	0 $\frac{2}{2}$	$\frac{1}{2}$ -1	$\frac{5.8}{16}$	$\frac{4.2}{26}$	$\frac{0}{35}$	
209 G			5.2		899.6	0 $\frac{1}{3}$	1-1	$\frac{6.1}{17}$	$\frac{4.5}{27}$	$\frac{0}{35}$	
210 G			5.3		899.5						
W			8.2		896.6	0	$1\frac{1}{2}$ -1	$\frac{5.3}{21}$	$\frac{5.1}{26}$	$\frac{0}{35}$	
TP	Road			4.71	900.07 [✓]						
	4.83	904.90 [✓]									
211 G			~~5.2~~		899.5	0	$1\frac{1}{2}$ -1	$\frac{5.5}{16}$	$\frac{4.0}{28}$	$\frac{0}{36}$	
212 G			5.2		899.7						
W			8.3		896.6	0	1-1	$\frac{4.9}{16}$	$\frac{3.8}{26}$	$\frac{0}{33}$	
213 G			5.6		899.3	0	1-1	$\frac{5.7}{15}$	$\frac{3.7}{25}$	$\frac{0}{34}$	BACK
214 G			6.2		898.7						
W			8.3		896.6	0 $\frac{1}{4}$	1-1	$\frac{6.4}{16}$	$\frac{4.4}{25}$	$\frac{0}{30} \frac{0}{38}$	ECCL

Sta ⁿ	B.S	H.I.	I.S.	FS	Elev ³	S Bank	Slope	Z	Toe Slope N. Bank	N Bank	
		904.90 ✓									
215 G			5.7		899.2						
W			8.3		896.6	0	1 1/2 - 1	6/18	4.5/25	0/28	
216 G			5.1		899.8						
W			8.5		896.4	0	1 - 1	4.8/14	7/20	5/25	0/30
217 G			3.8		901.1						
			8.6		896.3	0 2/0	1 - 1	4/12	3.4/25	0/35	
TP	Reel			3.32	901.58 ✓						
	4.00	905.58 ✓									
218 G			5.2		900.4	0	1 1/2 - 1	4.6/13	2.8/25	0/34	
W			9.3		896.3						
219 G			6.0		899.6						
W			9.5		896.1	0	1 1/2 - 1	3.7/13	3/22	0/28	
220 G			5.3		900.3						
W			9.6		896.0	0	1 - 1	4.9/14	3/24	0/30	
221 G			6.1		899.5						
W			9.7		895.9	0	1 - 1	4.6/14	3.8/23	0/32 ✓	

B.C.C.L

E.C.C.L

Sta.	B.S.	H.I.	I.S.	FS	Elev	S Bank	Slope	L	Top Slope	N Bank
		905.58 ✓							No Bank	
TP	Read			6.20	899.38					
	6.37	905.75 ✓								
222 G			7.3		898.5					
W			9.9		895.9	0 $\frac{2}{3}$	1-1	$\frac{4.9}{14}$	$\frac{4.9}{28}$	$\frac{0}{35}$
223 G			7.2		898.6					
W			9.9		895.9	0	$1\frac{1}{2}-1$	$\frac{4.7}{14}$	$\frac{3.2}{27}$	$\frac{0}{33}$ C.L.
224 G			6.5		899.3					
W			9.9		895.9	0	1-1	$\frac{4.8}{15}$	$\frac{3.8}{25}$	$\frac{0}{33}$ Bridge
225			5.0		900.8					224+50
			10.2		895.6	0 $\frac{1}{3}$	$\frac{1}{2}-1$	$\frac{5}{12}$	$\frac{3.6}{22}$	$\frac{0}{27}$
BM	(Spoke, log on bridge) near 225		4.78		900.97					
226 G			6.4		899.4					
W			10.2		895.6	0 $\frac{2}{4}$	$\frac{1}{2}-1$	$\frac{4.8}{12}$	$\frac{3}{22}$	$\frac{0}{30}$
227 G			6.7		899.1					
W			10.2		895.6	0	$1\frac{1}{2}-1$	$\frac{5.6}{12}$	$\frac{3.0}{20}$	$\frac{0}{32}$
TP	Read			5.12	900.63					
	2.73	903.36 ✓								

Sta.	B.S.	H.I.	I.S.	F.S.	Elev.	S Bank	Slope	E	Top Slope N Bank	N Bank
		903.36 ✓								
228 G			7			0	1-1	$\frac{4.6}{13}$	$\frac{3.8}{22}$	$\frac{0}{32}$
229 G			5.0		898.4	0	$\frac{1}{2}-1$	$\frac{3.9}{12}$	$\frac{3}{20}$	$\frac{0}{28}$
230 G			5.2		898.2					
W			8.0		898.4	0	1-1	$\frac{5.2}{10}$	$\frac{3}{22}$	$\frac{0}{32}$
231 G			5.1		898.3					
W			8.2		895.2	0	1-1	$\frac{5.0}{10}$	$\frac{3.1}{24}$	$\frac{0}{20}$
232 G			4.8		898.6					
W			8.2		895.2	0	1-1	$\frac{5.4}{10}$	$\frac{3.9}{25}$	$\frac{0}{32}$
233 G			4.7		898.7					
W			8.2		895.2	0	1-1	$\frac{5.1}{12}$	$\frac{2.4}{10}$	$\frac{0}{32}$
TP	Road			4.90	898.46					
	6.49	904.95 ✓								
234 G			6.7		898.3					
W			9.8		895.2	0	1-1	$\frac{5}{12}$	$\frac{3.5}{25}$	$\frac{0}{35}$
235 G			7.5		897.9					
W			9.8		895.2	0	1-1	$\frac{4.6}{15}$	$\frac{4.4}{25}$	$\frac{0}{35}$

B.C.L.

Sta.	B.S.	H.I.	I.S.	F.S.	Elev.	S Bank	Slope	±	Too Slope N. Bank	N Bank
		904.95 ✓								
236 G			6.3		898.7	0	1½-1	$\frac{4.5}{12}$	$\frac{4.7}{28}$	$\frac{0}{35}$
237 G			3.1		901.9					
W			9.9		895.1	0	1-1	$\frac{4}{12}$	$\frac{2.7}{24}$	$\frac{0}{32}$
TP				3.33	901.62 ✓					
	3.81	905.43 ✓								
238 G			?			0	1-1	$\frac{5.4}{14}$	$\frac{4.6}{24}$	$\frac{0}{32}$
239 G			2.7		902.7					
W			10.4		895.0	0	1-1	$\frac{5.7}{13}$	$\frac{4.4}{26}$	$\frac{0}{32}$
240 G			5.4		900.0					
241 G			6.5		898.9					
W			10.5		894.9	0/0	1-1	$\frac{4.6}{12}$	$\frac{4.2}{25}$	$\frac{0}{32}$ (240)
242 G			6.2		899.2					
W			10.6		894.8	0	1-1	$\frac{5.2}{12}$	$\frac{4.0}{22}$	$\frac{0}{27}$ (241)
TP 241 G	Ind			6.23	899.20	0	1-1	$\frac{5}{12}$	$\frac{4.4}{24}$	$\frac{0}{30}$ (242)
#	4.85	904.05 ✓								
243 G			5.4		898.6	0	½-1	$\frac{5}{12}$	$\frac{3.0}{22}$	$\frac{0}{28}$
			9.3		894.7					

Sta.	B.S.	H.I.	I.S.	FS	Elev	Sbk	Slope	$\frac{L}{2}$	Toe N Band	N.Bk.
		904.05 ✓								
244	G		4.4		899.6					
	W		9.4		894.6	~~0~~	~~1-1~~	~~$\frac{3.6}{15}$~~	~~$\frac{3.3}{27}$~~	~~$\frac{0}{28}$~~
245	G		5.9		898.1					
	W		9.5		894.5	0	1-1	$\frac{3.6}{15}$	$\frac{3.2}{24}$	$\frac{0}{28}$ (244+00)
246	G		5.7		898.3					
	N		9.7		894.3	0	1-1	$\frac{5.0}{13}$	$\frac{3.8}{22}$	$\frac{0}{28}$ (245+00)
TP	Reel			5.51	898.54 ✓	0	1-1	$\frac{3.0}{12}$	$\frac{2}{10}$	$\frac{0}{25}$ (246+00)
	5.62	904.16 ✓								
247	G		6.2		898.0					
	W		9.9		894.3	0	1-1	$\frac{5.2}{13}$	$\frac{2.6}{24}$	$\frac{0}{32}$ BCC L
248	G		5.9		898.3					
	W		10.0		894.2	0	1-1	$\frac{5.8}{14}$	$\frac{4.4}{30}$	$\frac{0}{35}$
249	G		5.1		899.1					
	W		10.1		894.1	0	1-1	$\frac{5.8}{14}$	$\frac{4.3}{23}$	$\frac{0}{30}$
250	G		?							
	W		10.1		894.1	0	$\frac{1}{10}$ 1-1	$\frac{5.4}{24}$	$\frac{3.3}{38}$	$\frac{0}{44}$

Sta	B.S.	H.I.	I.S	F.S	Elev.	S.Bk	Slope	Σ	Toen	N.Bk
		904.16 ✓							BK	
TP	Road			2.03	902.13 ✓					
	1.03	903.16 ✓								
251 G			4.0		899.2					
W			9.1		894.1	0	1 1/2	4.5 17	4.6 35	0 42 PCC
252 G			4.9		898.3					
W			9.1		894.1	0 1/3	1-1	4.8 20	4.9 35	0 40
253 G			3.9		899.3					
W	Flume (Hopping Sta)		9.1		894.1	0 2/3	—	5.7 12	5 25	0 30 ECCR 253+30 Br. Flume
254 G			4.7		898.5		Flume	15' wide x 15' long both sides 150' long S side		
W	below flume		9.5		893.7	0 2/3	—	4.0 12	3.9 25	0 28
TP				4.61	898.55 ✓					
	5.83	904.38 ✓								
255 G			5.5		898.9					
W			11.0		893.4	0	1-1	4.8 10	4.3 10	0 22
256 G			5.5		898.9					
W			11.2		893.2	0 2/3	—	3 12	3.4 18	0 22
TP	Road			5.85	898.53					

Sto.	B.S.	H.I.	I.S.	FS	Elev.	S.Bk.	Slope	L	Toed Bk	N.Bk.
TP	Road				898.53					
5	5.66	904.19								
257 + G			5.9		898.3	0	4.5/8	4.4/13	4.1/20	0/25
W			11.0		893.2					
258 G			6.1		898.1					
W			11.1		893.1	0	4.3/10	4.1/12	3.3/18	0/22
259 G			5.4		898.8					
W			11.2		893.0	0	1-1	3.8/13	2.6/22	0/27
260 G			5.2		899.0					
W			11.2		893.0	0	1-1	4.2/14	3.3/20	0/27
261 G			6.9		897.3					
W			11.4		892.8	0	3.4/6	3.9/13	2.5/20	0/27
262 G			5.3		898.9					
W			11.6		892.6	0	1-1	4.0/13	3/20	0/25
TP	Road			4.70	899.49					
	1.34	900.83								
263 G			3.3		897.5	0				
W					892.5	0	1-1	4.4/13	2.9/20	0/27

Sta.	B.S.	H.I.	IS	FS	Elev	SBl	Slope	$\frac{L}{\text{Top}}$	$\frac{N}{Bl}$
		900.83 ✓							
264	G		4.2		896.6				
	W		8.4		892.4	%	1-1	$\frac{4.1}{13}$	$\frac{2.8}{21}$ $\frac{0}{25}$
265	G		4.4		896.4				
	W		8.5		892.3	%	1-1	$\frac{4.3}{14}$	$\frac{2.6}{24}$ $\frac{0}{28}$
266	G		4.3		896.5				
	W		8.5		892.3	%	$\frac{1}{2}$ -1	$\frac{5.1}{15}$	$\frac{4.4}{24}$ $\frac{0}{29}$
267	G		3.6		897.2				
	W		8.5		892.3	%	$\frac{1}{2}$ -1	$\frac{5.3}{12}$	$\frac{4.0}{20}$ $\frac{0}{26}$
268	G		3.0		897.8				
TP	Rd			2.73	898.10 ✓				
		6.32	904.42 ✓						
268	W	Rapid.	12.4		892.0	%	$\frac{1}{2}$ -1	$\frac{4.2}{14}$ ✓	$\frac{3}{18}$ $\frac{0}{22}$
269	G		4.3		900.1				
	W		12.6		891.8	%	$\frac{1}{2}$ -1	$\frac{4.4}{12}$	$\frac{3}{18}$ $\frac{1}{22}$
270	G		9.4		895.0				
	W		12.6		891.8	%	$\frac{1}{2}$ -1	$\frac{3.9}{13}$	$\frac{3.6}{22}$ $\frac{0}{29}$

Sta	B.S.	H.I.	I.S.	F.S.	Elev	SBK	Slope	$\angle$	Toe N Bk	NBk
		904.92 [✓]								
271	G		9.4		895.0					
	W		12.6		891.8	0	$\frac{1}{2}-1$	$\frac{4.3}{12}$	$\frac{4.2}{22}$	$\frac{0}{30}$
272	G		9.5		894.9					
	W		12.6		891.8	0	1-1	$\frac{5.3}{13}$	$\frac{3.2}{22}$	$\frac{0}{29}$
273	G		9.8		894.6					
	W		12.6		891.8	0	$\frac{1}{2}-1$	$\frac{5.6}{13}$	$\frac{4.7}{21}$	$\frac{0}{27}$
274	G		9.7		894.7					
	W		12.6		891.8	0	$\frac{1}{2}-1$	$\frac{6.6}{13}$	$\frac{4.4}{21}$	$\frac{0}{28}$
TP	Road			10.98	893.44 [✓]					
	5.55	898.99 [✓]								
275	G		4.2		894.8	0	1-1	$\frac{7}{14}$	$\frac{3.8}{20}$	$\frac{0}{26}$
276	G		4.3		894.7					
	W		7.3		891.7	0	$1\frac{1}{2}-1$	$\frac{5.8}{13}$	$\frac{4.7}{24}$	$\frac{0}{33}$
277	G		4.2		894.8	0	$1\frac{1}{2}-1$	$\frac{6}{14}$	$\frac{5.1}{22}$	$\frac{0}{35}$
278	G		4.1		894.9	0	$1\frac{1}{2}-1$	$\frac{6.5}{14}$	$\frac{6.2}{22}$	$\frac{0}{35}$
TP	Road			4.17	894.82 [✓]					

Sta	B.S.	H.I.	I.S.	F.S.	Elev	Sbk	Slope	$\pm$	Too N Bk	N Bk
TP	Revd				894.82					
	4.82	899.64								
279 G			5.1		894.6	%	1 1/2-1	$\frac{5.5}{15}$	$\frac{4.2}{26}$	$\frac{0}{33}$
280 G			4.7		894.9					
W			8.0		891.6	%	1 1/2-1	$\frac{5.2}{16}$	$\frac{4.5}{27}$	$\frac{0}{35}$
281 G			4.6		895.0	%	1 1/2-1	$\frac{5.3}{16}$	$\frac{5.5}{24}$	$\frac{0}{32}$
282 G			4.5		895.1					
W			8.1		891.5	%	1 1/2-1	$\frac{5.4}{15}$	$\frac{4.6}{33}$	$\frac{0}{38}$
TP	Revd			5.88	893.76					BCCR
	5.18	898.94								
283 G			7			%	1 1/2-1	$\frac{5.3}{15}$	$\frac{5.0}{23}$	$\frac{0}{34}$
284 G			5.0		893.9	%	1 1/2-1	$\frac{5.7}{14}$	$\frac{3.0}{24}$	$\frac{0}{34}$
285 G			5.1		893.8					
W			7.5		891.4	%	1 1/2-1	$\frac{6.6}{15}$	$\frac{4.4}{22}$	$\frac{0}{35}$
286 G			5.2		893.7	%	1 1/2-1	$\frac{6.8}{12}$	$\frac{4.6}{20}$	$\frac{0}{35}$
287 G			5.1		893.8	%	1 1/2-1	$\frac{5.8}{16}$	$\frac{4.5}{25}$	$\frac{0}{31}$
288 G			4.9		894.0	%	1 1/2-1	$\frac{6.1}{15}$	$\frac{4.8}{25}$	$\frac{0}{35}$

Sta.	B.S.	I.H.	I.S.	F.S.	Elev.	S.Bk.	Slope	±	Toe N Bk	N.Bk.
		898.94 ✓								

TP	Road			4.36	894.58					
		4.75	899.33 ✓							

289	G		5.7		893.6					
	W		7.8		891.4	0	1 1/2 - 1	5.8 14	5.1 28	0 35

290	G		5.0		894.3					
	W		7.9		891.4	0	1 1/2 - 1	5.7 15	2.6 27	0 35

291	G		5.2		894.1	0	1 1/2 - 1	6.5 14	6.2 26	0 35
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292	G		4.7		894.6					
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TP	Road			5.06	894.27 ✓					
		6.16	900.43 ✓		900.43					

292	W		9.0		891.4	0	1 1/2 - 1	6.7 13	4.6 22	0 35
-----	---	--	-----	--	-------	---	-----------	-----------	-----------	---------

293	G		6.4		894.0					
	W		9.0		891.4	0	1 - 1	5.9 13	4.8 23	0 35

294	G		5.9		894.5		Bridge 294+30			
	W		9.0		891.4	0	1 - 1	6.4 14	4.2 23	0 32

295			6.2		894.2	0	1 - 1	7.7 14	6.7 19	0 30
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Sta	B.S.	H.I.	I.S.	F.S.	Elev.	S.Bk	Slope	Σ	Tree N Bk	N.Bk
		900.43								
286 ~~g~~ ~~Bar~~				7.57	892.86					
~~296~~ ~~g~~	5.54	898.40								
296 G			4.5		893.9	%	1-1	$\frac{7.8}{13}$	$\frac{5.5}{22}$	$\frac{0}{34}$
297 G			4.4		894.0					
W			7.0		891.4	%	1-1	$\frac{8.3}{12}$	$\frac{6.5}{20}$	$\frac{0}{32}$
298 G			4.0		894.0	%	$1\frac{1}{2}-1$	$\frac{6}{13}$	$\frac{5.2}{30}$	$\frac{0}{40}$
299 G			3.2		895.2	%	$1\frac{1}{2}-1$	$\frac{7.5}{15}$	$\frac{5.1}{30}$	$\frac{0}{38}$
300 G	At Sewerway Grating		2.8		895.2	% 2%	$\frac{6}{13}$	$\frac{6.2}{26}$	$\frac{6}{39}$	$\frac{2}{52}$
				2.44	895.96					$\frac{0}{70}$
		3.99	899.95							
300 W	(Spillway)		8.55		891.40					
301 G			5.4		894.6					
W			8.6		891.4	%	2-1	$\frac{6.5}{18}$	$\frac{4.2}{30}$	$\frac{0}{45}$
302 G			5.9		894.1	%	$\frac{3}{5}$ -	$\frac{5.6}{17}$	$\frac{5.1}{30}$	$\frac{0}{44}$
303 G			5.5		894.5	%	1-1	$\frac{6.6}{17}$	$\frac{6.5}{28}$	$\frac{0}{42}$
304 G			5.5		894.5	%	1-1	$\frac{6.7}{13}$	$\frac{5.6}{30}$	$\frac{0}{42}$
T.P.	Red			4.67	895.28					

Sta	B.S.	H.I.	I.S.	F.S.	Elev	SBk	Slope	±	Too N Bank	NBK
TP	Road				895.28					

3.63 898.91 ✓

305 G			5.0		893.9	0	1½-1	$\frac{7.1}{18}$	$\frac{6.4}{26}$	$\frac{0}{38}$
306 G			5.0		893.9	0	1½-1	$\frac{7.0}{16}$	$\frac{5.8}{27}$	$\frac{0}{40}$
307 G			5.0		893.9					
W			7.55		891.36	0	1-1	$\frac{6.9}{16}$	$\frac{5.9}{27}$	$\frac{0}{40}$
308 G			4.9		894.0	0	2-1	$\frac{6.7}{16}$	$\frac{5.7}{35}$	$\frac{0}{50}$
309 G			5.1		893.8	0	1½-1	$\frac{6.7}{16}$	$\frac{6.0}{29}$	$\frac{0}{50}$
310			4.9		894.0	0	1½-1	$\frac{6.8}{15}$	$\frac{6.7}{31}$	$\frac{0}{50}$
311	Water Press box	311+00			891.3	0	$\frac{4.7}{10}$	$\frac{6.9}{13}$	$\frac{9.5}{20}$	$\frac{4.5}{50}$

BIM (Bolt S. Side Pressure Box) 2.83 896.08 ✓
(On Foundation 6' from wall)

311+15	E side Press Box				9.5					10.6
311+45	W do				10.4					0
311+65	End ditch				0					0

Finished Aug 5th 1928
Intake Gage = 4.00

Aug 5/28. Depth at outside of gates = 6.4'
when gage at gates = 6.4'
Ditch gage is about 200' from gate chamber
and noted 4.0'

Cross-sections Power Canal at

North Fork River Oct. 13/29
Completed sections

	W. Lower Bank	Slope	Slope Dist.	Area Sect.
771+50	9	11.00	$\frac{23.0}{33.0}$	329
772+00	8	11.00	$\frac{21}{33}$	297
+50	10	9.00	$\frac{24}{38}$	336
773+00	9	11.00	$\frac{24}{35}$	390
+50	8	13.00	$\frac{24}{47}$	614
774+00	9	11.00	$\frac{25.6}{40}$	534
+50	11	29.00	$\frac{20}{40}$	530
775+00	11	27.00	$\frac{21}{44}$	672
+50	10	26.00	$\frac{21}{42}$	620
776+00	9	33.00	$\frac{21}{55}$	681
+50	6	27.00	$\frac{21}{44}$	524
778+00	10	35.00	$\frac{21}{43}$	759
+50	8	35.00	$\frac{21}{38}$	558
		43.00	41.00	
		33.00	40	
782+00	10	31.00	$\frac{21}{39}$	600

16000
506 X 850
42

14) 7512 (503
30
51
42

751 1/2

120

60

7200

3

(14,400)

1.7) 21,600.00

15

66

60

60

10,000

100241

24,100.00

24.1

250

7230

482

554310

Level along Proposed Klondike Ditch June 1928.

1.90	31	08	19
1.86	35	11	11
1.92	42	03	14
3 <u>5.58</u>	2 <u>108</u>	3 <u>32</u>	3 <u>44</u>
1.89	36	7	15

~~28~~
~~165~~
~~140~~
~~165~~
~~28~~
~~46~~
~~20~~

BM	Original	Line	Check 1	Check 2	Balanced Mean	Adj'd Elev
1	1000.00		-2.90	-2.88	-2.89	1000.00
2			-3.94	-3.89	-3.94	997.11
3	made 1.90		-2.90	-1.86	-1.92	993.17
4			-3.31	-3.35	-3.42	991.28
5		made 1.11	-1.08	-2.11	-1.03	987.92
6			-1.19	-1.11	-1.14	986.85
7			-0.32	-0.32	-0.32	985.70
8						985.38
					14.62	

~~July 19, 1928~~

Proven Line — N Fork Ditch to N Fork

New poles set	~~///~~ ~~///~~ ~~///~~ ~~///~~	18
Poles req staking	~~///~~ ~~///~~	7
Poles OK	~~///~~	2
Total		<u>27</u>

All req cross arms
Good poles are near N Fork.

ESTIMATE ON COST OF ERECTING
MILL.

1) COST OF EQUIPMENT.

- a) MACHINERY.
- b) LUMBER.
- c) MISC.

2 COST OF LABOR.

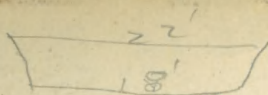
3 COST OF WATER.

4 " OF POWER.

NOTES - RE ERICSON QTR. PROPERTY.

Timber gotten out by ERICSON &
FORD IN Two days cutting - Two
Days hauling. (Team + saw man). 10 day
Squaring ends & trimming.
10 shifts:-

MR ERICSON'S ESTIMATE 1-8000.



1 min. = 1.5 cu ft.

$$\begin{array}{r} 23 \\ 6 \\ \hline 138 \end{array}$$

$$\begin{array}{r} 414 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 24840 \\ - 1241 \\ \hline 9890 \end{array}$$

$$\begin{array}{r} 90 \\ 34 \\ 75 \\ \hline \end{array}$$

$$16,560 \div 90$$

H.P. = $\frac{wh}{11}$ (0241)

$$230 \times 16,560 = 3,808,800$$

$$\begin{array}{r} 16560 \\ .0024 \\ \hline 39.744 \\ 66240 \\ \hline 33120 \end{array}$$

$$\begin{array}{r} 33120 \\ 4090940 \\ \hline 230 \end{array}$$

$$\begin{array}{r} 1227270 \\ 1818 \\ \hline \end{array}$$

Relevelling

Orig. Line

B.M.	EL	D.H.	EL	D.H.
#8	984.32	-0.32	984.32	-0.32
#7	984.64	-1.11	984.64	-1.11
6	985.75	-2.11	985.75	-2.11
5	987.86	-3.35	986.91	-3.31
4	991.21	-1.06	990.21	-2.90
3	993.07	-3.89	993.12	-6.04
2	996.96	-2.88	997.10	-3.98
1	999.96	-2.88	1000.00	-2.90
		-15.52		-15.68

Handwritten notes and calculations on the right page, including a large diagonal line and various numbers.

35 - 36

57³
38
4584
1719
2177
10

31
57³
171
228
251
10
85



32
31
27
10
6650
31341
91333
1220

779 + 50 - 12 = 777 + 38

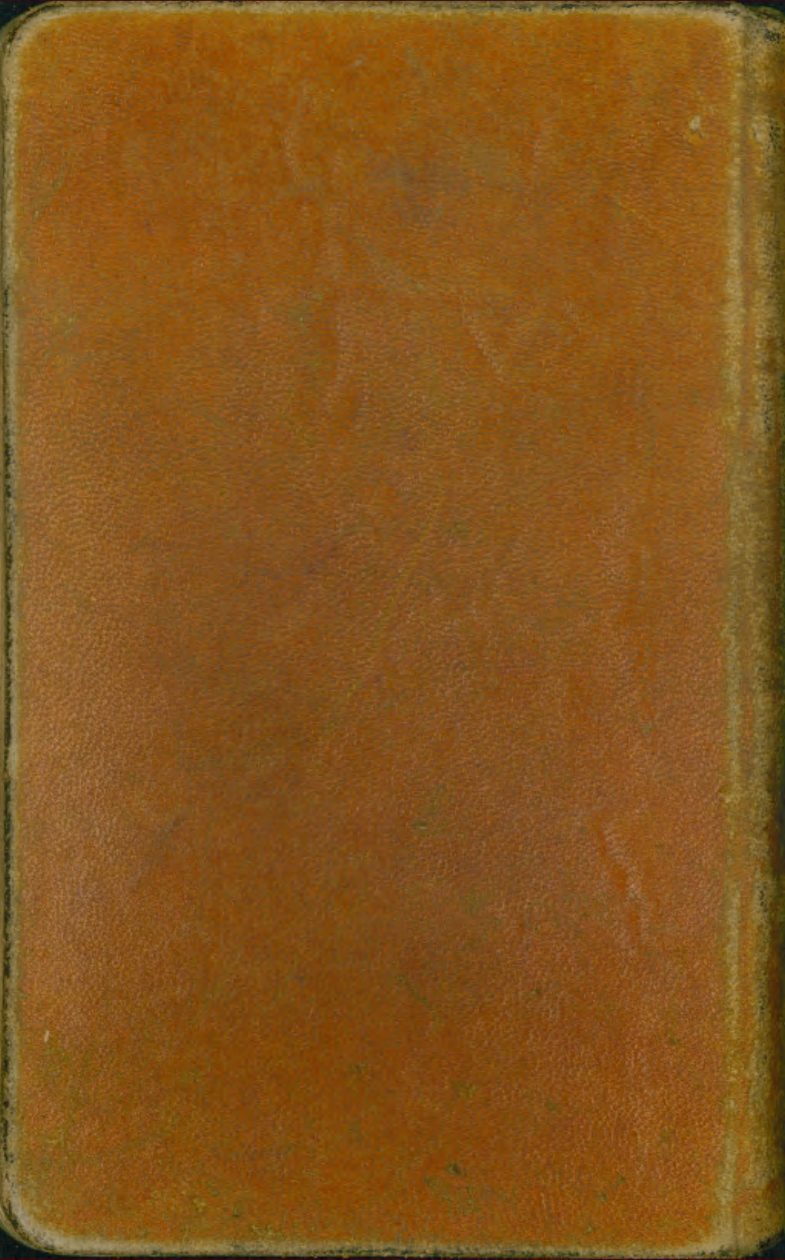
DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1 $\frac{1}{2}$ TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

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





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