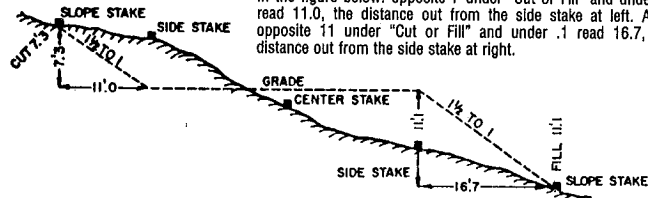


**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING**

**Roadway of any Width. Side Slopes 1½ 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

BK # 5  
 +  
 # 060854

This paper has been treated to allow usage in "Wet" environments.

DATE	Page	INDEX
Date	Page	Contents
1-12-06	1-2	POINT A LA HACHE Pump Station
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	5	DIAMOND Pump Station
	6	HAYES Pump Station
1-13-06	7	Levels from GAIN to TBM K
	8	GAINARD Pump Station
	9	VOID
	10	SUNRISE Pump Station
	11	GRAND LIARD Pump Station
	12	DUVIC Pump Station
1-14-06	13	Low chord 17 <sup>th</sup> ST # 3
	14	Low chord 17 <sup>th</sup> ST # 4
	15	Low chord ORLEANS #4
	16	Low chord ORLEANS #3
	17	Low chord ORLEANS #2
	18	Low chord London #6
	19	Low chord LONDON #7
	20	Low chord LONDON #8
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	22	X-Section Interior Drainage
	23	VOID
	24-25	X-Section Interior Drainage
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22-1 to 22-2	" "
23-1 to 23-2	" "

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DATE	Page	Contents
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	31	SKETCH Pointe A La Hache P.S.
	32-33	Levels X374 to Buick - Chrysler
1-21-06	33-35	BARRERE Pump Station
	36	Levels Alco to X374 Chrysler to
	37	VOID
1-23-06	38-40	Levels PAUL to TBM Celeste
	41	Pointe Celeste Pump Station

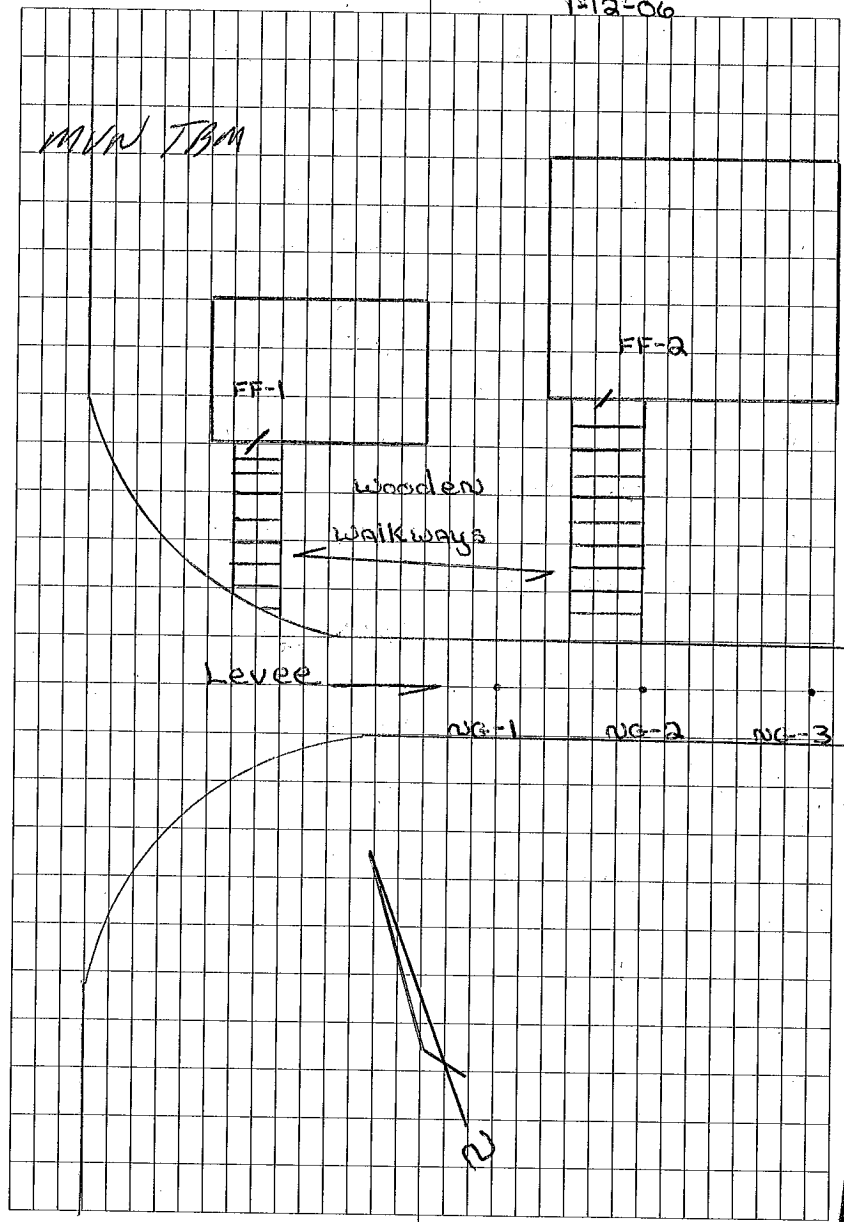
18-1	18-2	Florid Ave.
------	------	-------------

Chrysler RM

Pointe-A-la-Hache West Pump Station

Sta	+	HI	-	Elev.
LMS-257/290				14.609
	2.161	16.770		
I.P.			10.449	6.321
	3.208	9.529		
I.P.			7.107	2.422
	3.221	5.643		
I.P.			6.026	-0.383
	8.858	8.475		
I.P.			8.626	-0.151
	9.943	9.792		
I.P.			5.261	4.531
	6.208	10.739		
FF-1			8.074	2.665
FF-2			3.921	6.818
	4.233	11.051		
NG-1			5.662	5.389
NG-2			5.931	5.120
NG-3			6.023	5.028
I.P.			6.659	4.392

1-12-06



STA	+	HI	-	Elev.
	4.503	8.895		
T.P			5.361	3.534
	1.822	5.356		
T.P			5.247	0.109
	5.948	<del>6.057</del> <del>5.465</del>		
T.P			2.896	3.161 <del>2.569</del>
	8.553	11.714 <del>11.122</del>		
T.P			1.049	10.665 <del>10.073</del>
	9.597	20.262 <del>19.670</del>		
Lms-257			5.654	14.608

Error = 0.001

Tie

Pictures = 0461-0463

1-12-06

$\frac{2}{5}$

STA	vertical control		to FBM-K	
	+	HI	-	Elev.
C-195				1.570
	5.323	6.893		
T.P			4.077	2.816
	4.384	7.200		
T.P			5.163	2.037
	4.746	6.783		
T.P			3.848	2.935
	4.846	7.781		
T.P			8.312	-0.531
	3.528	2.997		
T.P			5.047	-2.050
	4.363	2.313		
T.P			4.502	-2.189
	4.609	2.420		
T.P			5.328	-2.908
	7.599	4.691		
IBM ( <del>Diamond</del> ) DIAM			3.328	1.363
	2.973	4.336		
T.P			7.241	-2.905
	5.143	2.238		
T.P			4.364	-2.126

1-12-06

3  
5

DIAMOND - Pump Station

Vertical Cont...				
Sta	+	HI	-	Elev.
	4.469	2.343		
T.P			3.634 <del>3.2</del>	-1.291
	4.366	3.075		
T.P			3.323	-0.248
	7.859	7.611		
T.P			4.969	2.642
	4.613	7.255		
T.P			4.744	2.511
	3.907	6.418		
T.P			4.149	2.269
	4.823	7.092		
T.BM. C-195			5.487	1.605
			0.035	
			Error = <del>1.005</del>	

Tie

Pictures = 0464-

1-12-06

$\frac{4}{5}$

~~B-2-29~~ C-195

DIAMOND PS

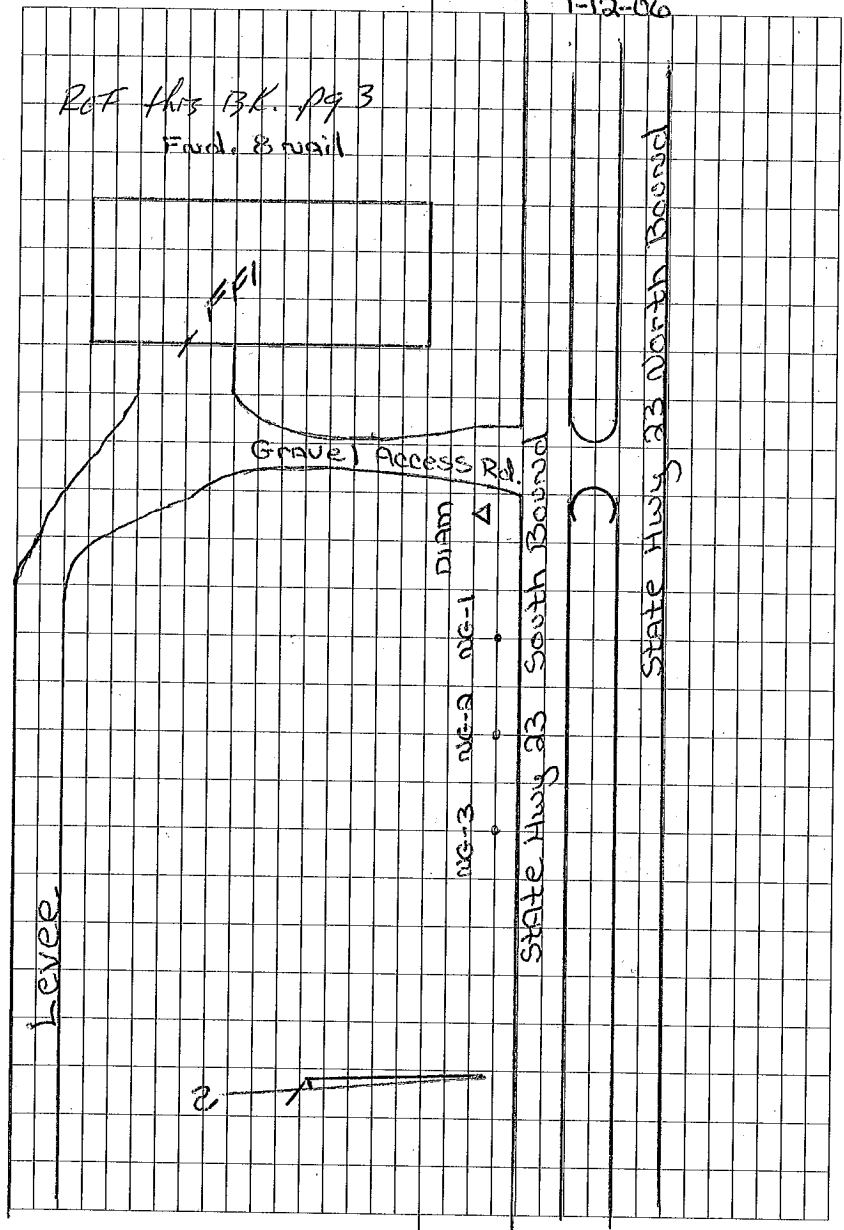
Sta	+	HI	-	Elev.
DIAM				1.363
	10.657	12.020		
FF-1			1.649	10.371
	1.753	12.124		
NG-1			10.534	1.590
NG-2			10.703	1.421
NG-3			10.689	1.435
DIAM			10.760	1.364
			Error =	0.001

Tie

Pictures 0464-0465

1-12-06

Ref this Bk. pg 3  
Fwd. & mail

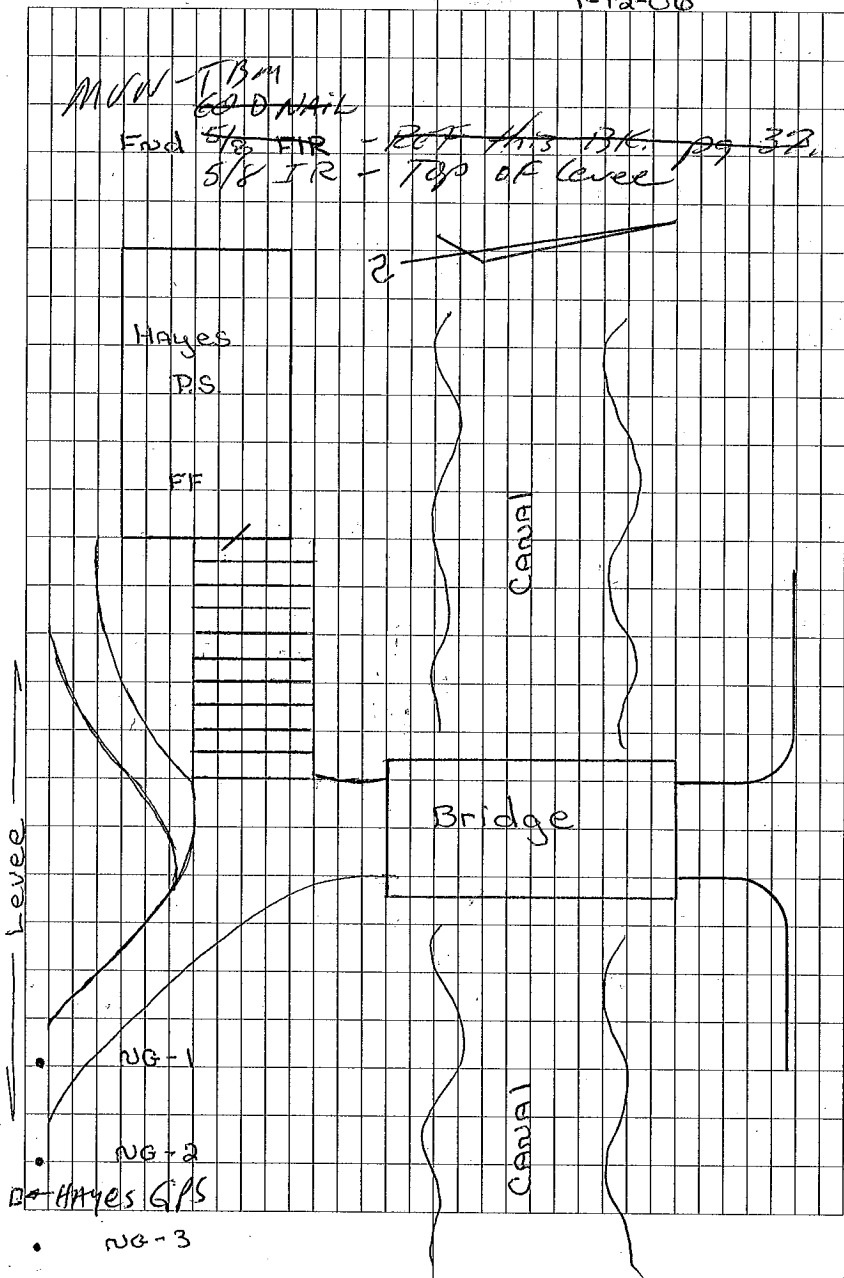




1-12-06

Sta	+	Hayes P.S.	-	Elev.
<del>FBM GPS</del>				11.408
Hayes GPS		14.575		<del>1.14</del>
	3.107	<del>1.697</del>		6.739
FF		14.663	7.776	<del>6.079</del>
	7.924	<del>1.845</del>		12.914
NG-1			1.749	<del>0.096</del>
				12.914
NG-2			1.749	<del>0.096</del>
				13.676
NG-3			0.987	<del>0.858</del>
<del>FBM GPS</del>				11.406 F
Hayes GPS			3.257	<del>1.412 K</del>
				<del>1.410 G</del>
			Error =	<del>0.002 G</del>
				11.408 G
				<del>0.002 G</del>
				0.002 G

Tie  
Pictures 0466-0467



TBM-K.

Gain

6.904

-1.777

-8.681

TBM-K

2.635

-1.660

2.518

-4.295

Gain

7.023

-8.683

Error = +0.002

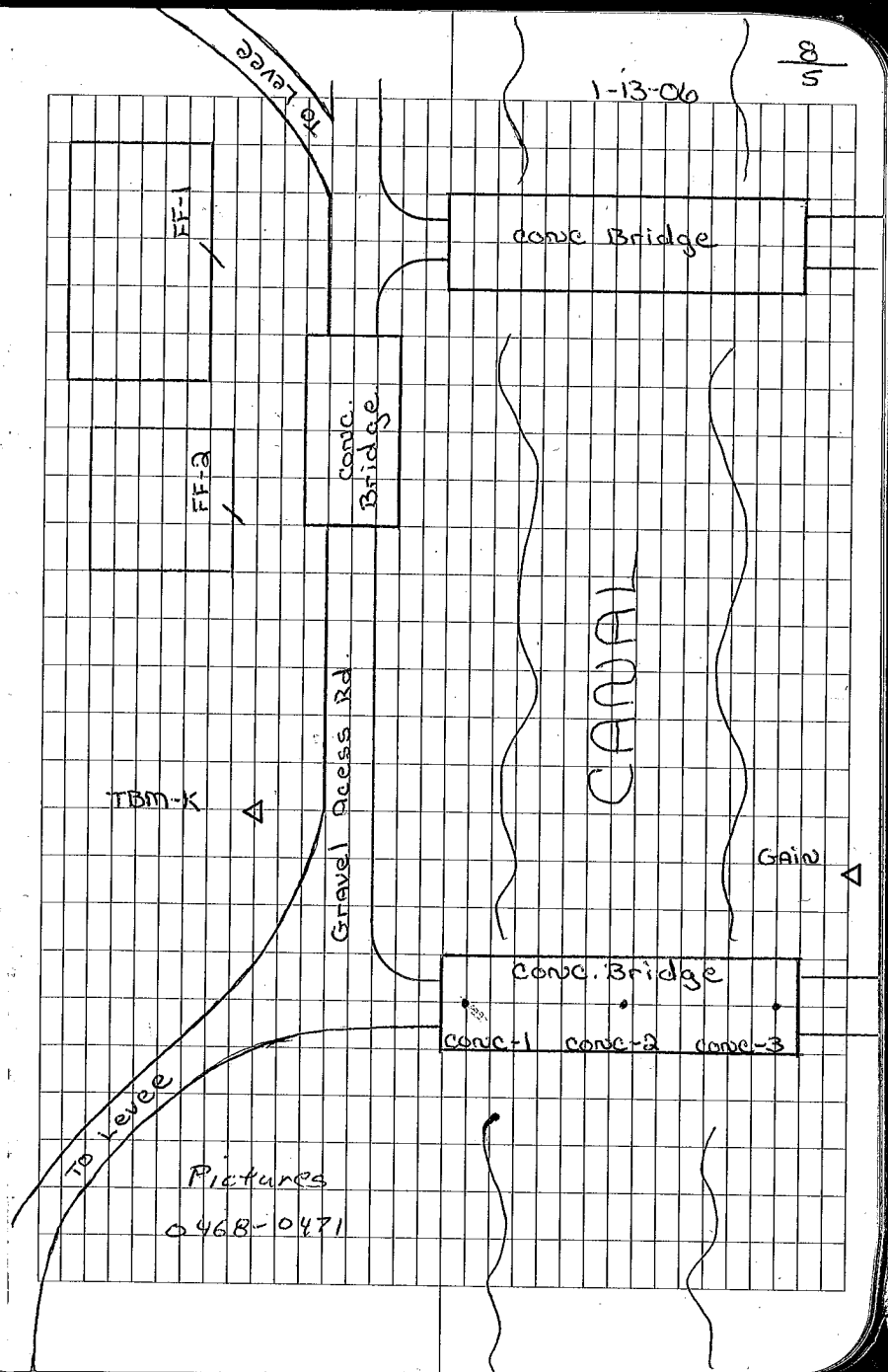
Tie

11/11/13-06

GPS - TBM - GAIN

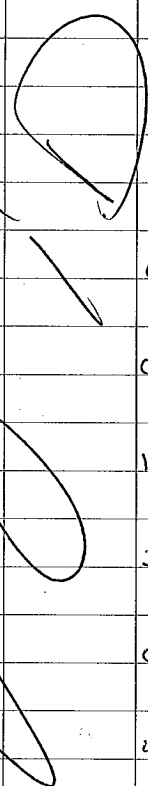
Gainard P.S.

TBM-K				-4.295
	5.469	1.174		
T.P			0.489	0.685
	7.709	8.394		
FF-1			3.591	4.803
	3.730	8.533		
T.P			7.849	0.684
	1.036	1.720		
FF-2			1.356	0.364
	1.204	1.568		
T.P			0.883	0.685
	0.782	1.467		
conc-1			8.047	-6.580
conc-2			7.908	-6.441
conc-3			7.907	-6.440
TBM-K			5.766	-4.2998
				-4.2956
				+ 0.0046



SunRise PS.

TBM.		
	5.071	
T.P		3.848
	4.367	
T.P		4.527
	8.969	
T.P		3.586
	3.651	
FF-1		3.590
	0.697	
SunR		6.337
	12.644	
	10.776	
FF-2		0.132
	0.289	
T.P		12.748
	8.942	
T.P		3.613
	1.202	
T.P		6.099
	4.356	
T.P		4.803
	3.719	
TBM.		4.589



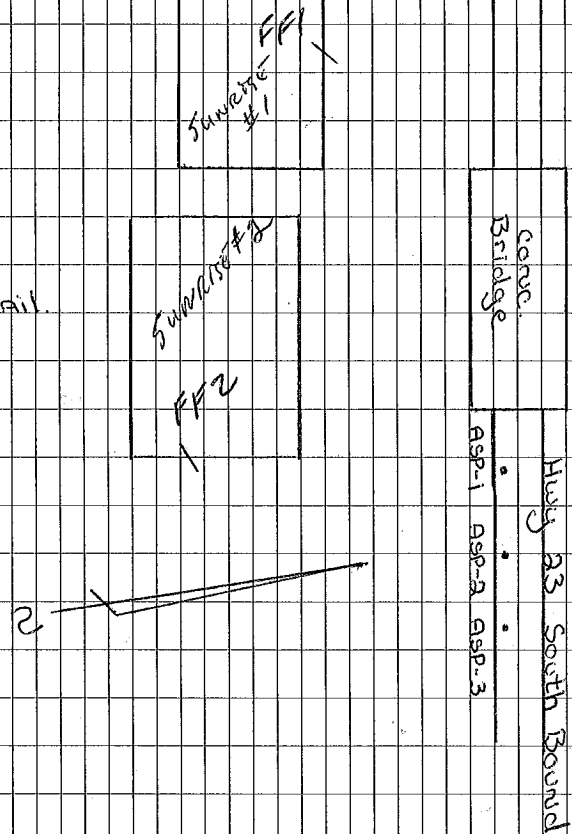
1-13-06

9/15

Sunrise GPS = End 5/8 FIR.

Pictures  
0472-0475

End 8 nail.



Sunrise P.S.

TBM  
SUNR

12.939

FF-2

0.431

0.332

T.P

9.688

3.218

T.P

0.605

0.753

FF-1

0.887

1.081

ASP-1

7.914

ASP-2

8.164

ASP-3

8.182

TBM  
SUNR

6.709

1-13-06

$\frac{10}{5}$

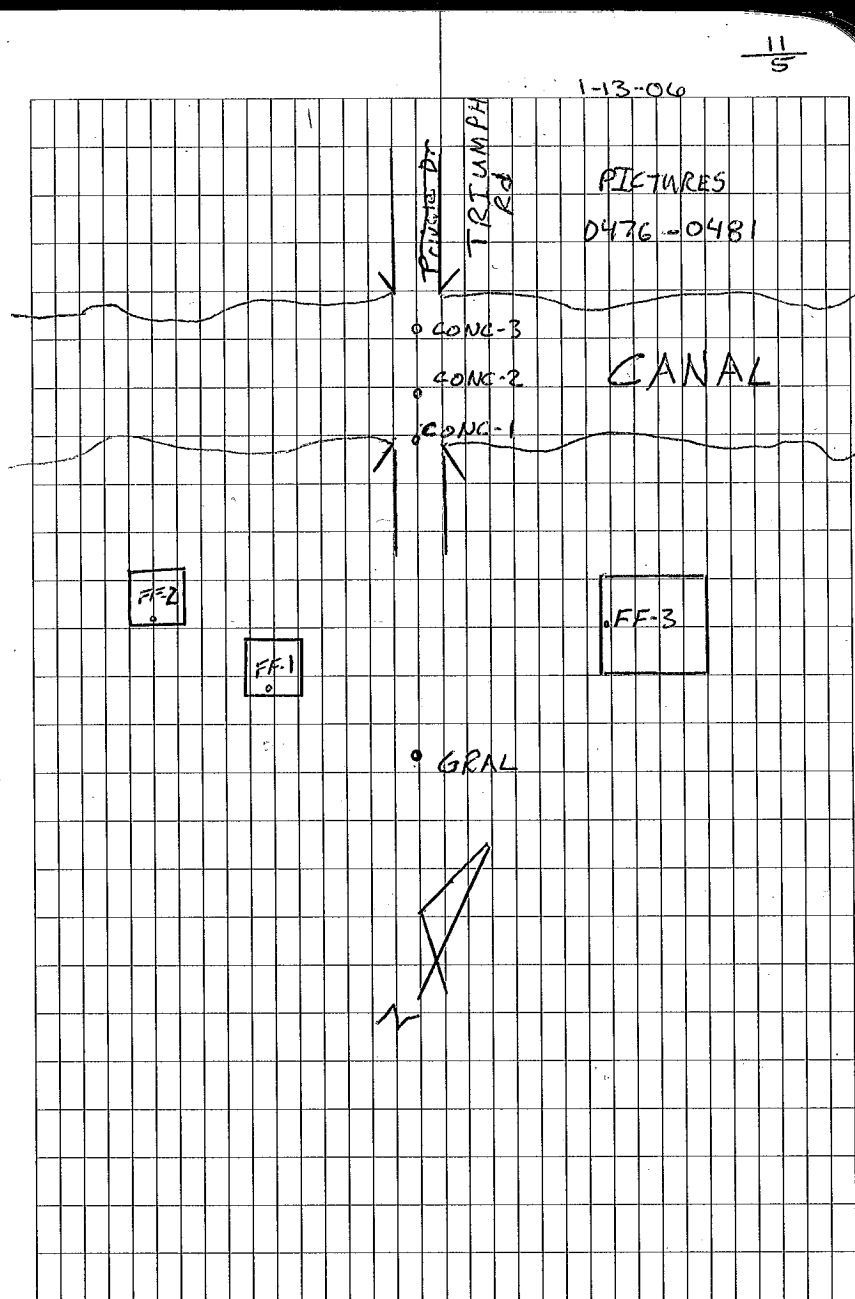
60 @ NAIL

Sunrise #1

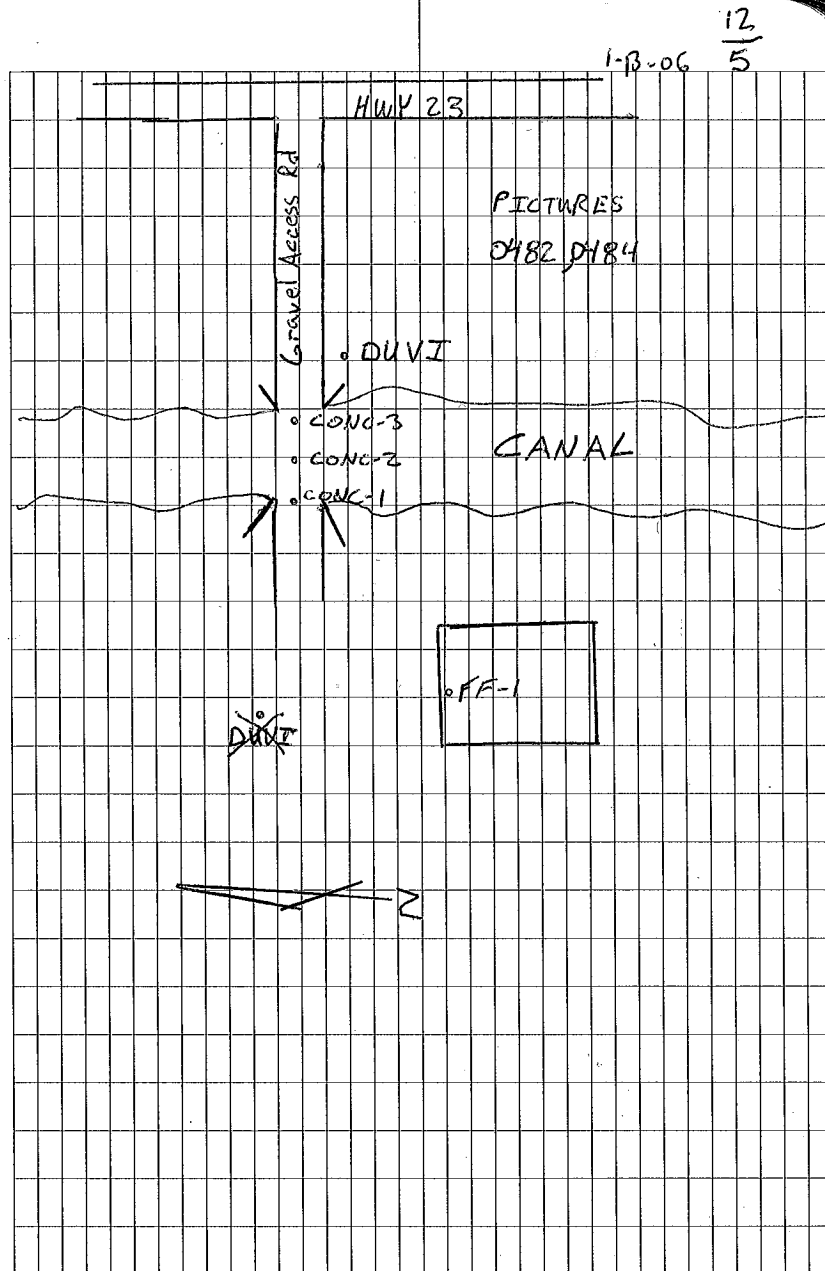
Note = See page 9 For sketch.

Sunrise #2

STA	+	Grand Liard HI	-	PS. ELEV
TBM-GRAL				-5.371
	3.850	-1.5210		
FF-1			6.689	-8.210
	6.702	-1.508		
T.P			3.772	-5.280
	6.301	1.021		
FF-2			4.141	-3.120
	4.277	1.157		
TP			3.272	-2.122
	11.519	9.397		
FF-3			0.123	9.274
	0.215	9.489		
TP			11.610	-2.121
	2.216	0.095		
CONC-1			4.533	-4.438
CONC-2			5.268	-5.173
CONC-3			6.253	-6.158
TBM-GRAL			5.463	-5.368 F
				-5.371 G
				-0.003 E



STA	+	DUVIC HI	PS -	ELEV
TBM-DUVI				
		6.133		
T.P			0.593	
		10.114		
FF-1			0.158	
		0.215		
T.P			10.170	
		1.423		
CONC-1			6.067	
CONC-2			6.035	
CONC-3			6.069	
TBM-DUVI			6.965	



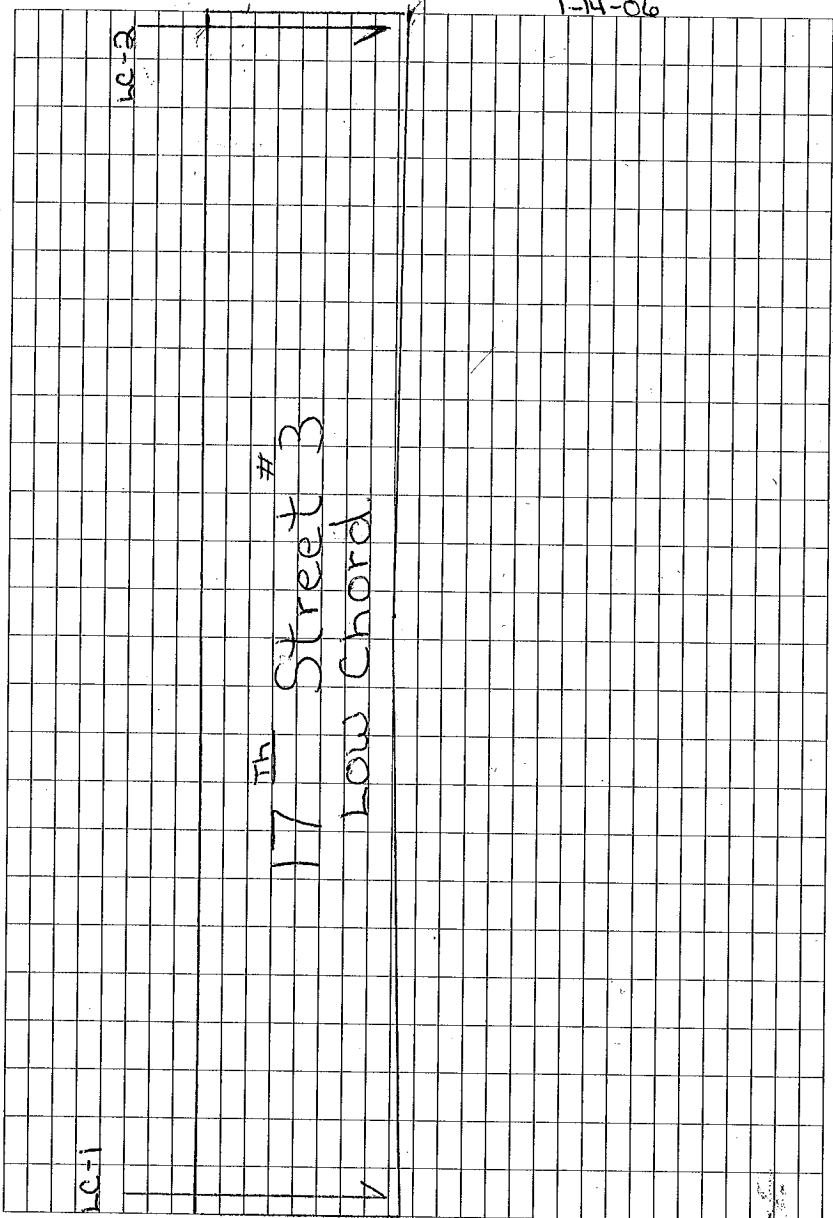
17 <sup>th</sup> Street # Low Chord.				
Sta	+	HI	-	Elev.
17-03				8.186 <del>10.573</del>
	4.771	15.344		
T.P			5.009	10.335
	5.829	16.164		
LC-1			8.803	7.361
	<del>8.7</del>			
LC-2			8.763	7.401
T.P			5.966	10.198
	4.497	14.695		
17-03			4.131	10.564
			Error =	-0.009

Tie

Pictures 0487-0488

1-14-06

$\frac{13}{5}$





17<sup>th</sup> Street # 4 Low Chord.

Sta	+	HI	-	Elev.
17th				10.573
	2.216	12.789		
LC-1			8.862	3.927
T.P			3.578	9.211
	4.573	13.784		
LC-2			8.839	4.945
	<del>4.573</del>		4.573	
			4.53	
T.P			<del>3.50</del>	9.211
	3.504	12.715		
17th			2.144	10.571 F
				10.573 S
		489-490		-0.002 S

1-14-06

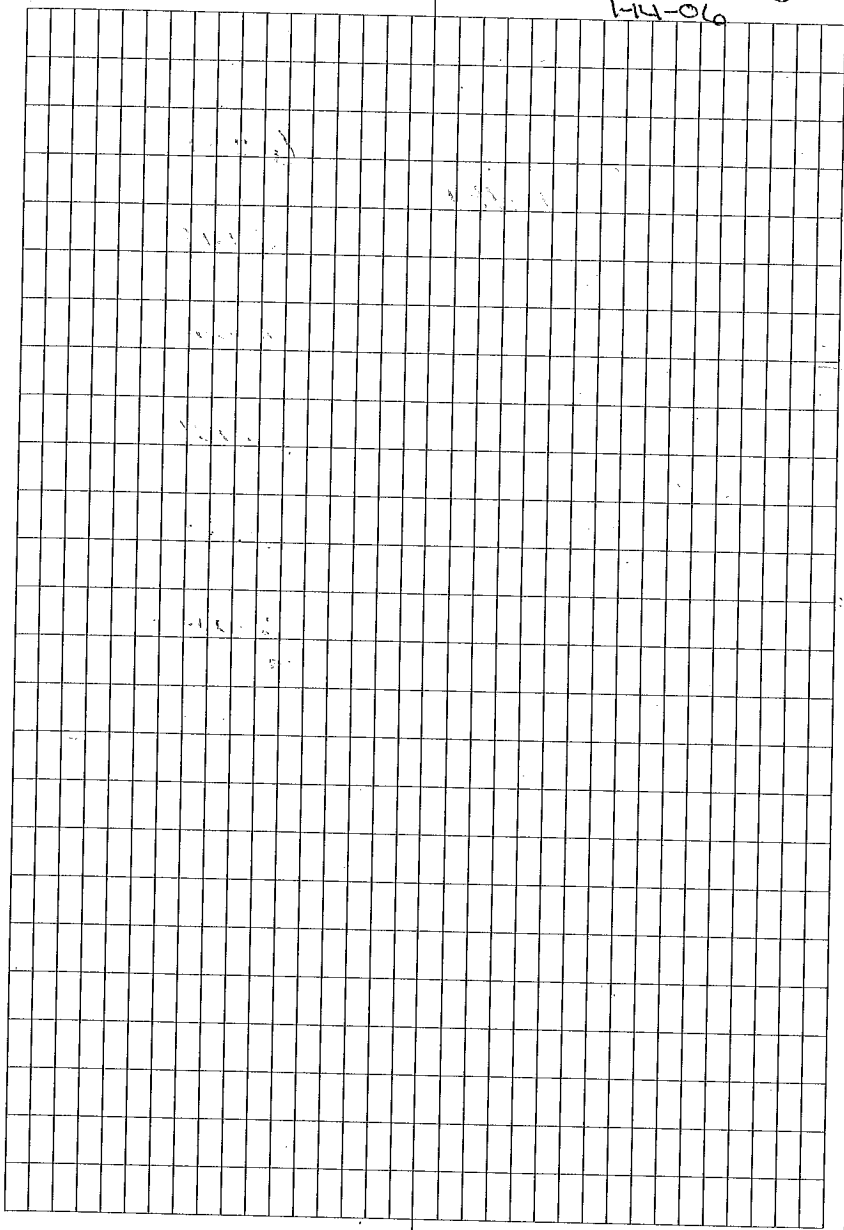
14  
5

ANN-TBM

ORLEANS # 4 Low Chord

STA	+	HI	-	Elev.
U149				6.201
	0.296	6.497		
T.P			0.878	5.619
	8.651	14.270		
LC-1			11.316	2.754
LC-2			11.826	2.444
T.P			8.667	5.603
	0.874	6.477		
U149			0.279	6.198 F
				<u>6.201 G</u>
				-0.003 G

1-14-06 15/5





Sta	+	HI	-	Elev.
ORL-2				5.892
	7.945	13.837		
LC-1			9.315	4.522
LC-2			9.575	4.262
T.P			8.227	5.610
	<del>3.177</del> 3.175	8.787		
ORL-2			2.893	5.894 F
				5.892 G
				<u>70.002</u> G

Orleans # 2 Low Chord.

1-14-06  $\frac{17}{5}$

GOOD MAIL = ORL2 - GPS Network

London to Low Chord. #

STA	+	HI	-	Elev.
IBM-B				6.333
	8.067	14.400		
LC-1			10.016	4.384
IP			7.371	7.029
	4.926	11.955		
IBM-B			5.623	6.332 F
				6.333 G
				-0.001

1-14-06

18  
5

Ref Book 2

STA	+	HI	#	-	Elev.
TBM LOND					8.856
	2.395	11.251			
LC-1				7.929	3.322
LC-2				8.508	2.743
T.P				4.497	6.784
	4.637	11.391			
				2.536	8.855 F
					8.856 G
					-0.001 e

Londons # 7 Low Chord.

1-14-06  $\frac{19}{5}$

MUN-TBM

Sta	+	HI	#	Low Chord.	Elev.
TBM LOWD					
	7.542	16.398			8.8 <sup>11</sup> / <sub>16</sub> 11.14
T.P			4.582	11.816	
	4.243	16.059			
LC-1			<del>12.595</del> <del>12.695</del>	3.464	
T.P			7.169	8.890	
	1.599	10.489			
LC-2			7.475	3.014	
T.P			6.201	4.288	
	8.147	12.435			
TBM COND			3.602	8.833	F
				8.856	G
				<u>8.856</u>	
				-0.023	J

1-14-06

20  
5

MVM - TBM

London 9 - Low Corus

Sta	+	HI	-	Elev.
Graham 2m				6.280
	3.909	10.189		
T.P			4.921	5.268
	9.588	14.856		
LC-1			7.841	7.015
LC-2			7.823	7.033
TP			5.326	9.530
	4.982	14.512		
T.P			9.251	5.261
	4.927	10.188		
			3.912	6.276 F
				6.280 B
				<u>-0.004 C</u>

1-15-06

$\frac{21}{5}$

Food Brass Cap Stamped Graham RM	
1931	



Sta	+	21-1 HI	21-2 -	Elev.
<del>21-1</del>				-0.601
0+00	(21-1)			<del>2.267</del>
	4.078	<del>1.814</del>		
0+74.9			4.679	
0+77.9			4.649	
0+78.8			8.561	
0+78.9			19.350	
0+88.3			19.521	
0+98.5			19.271	
0+98.6			8.392	
0+99.1			4.323	
1+01.9			4.286	<del>2.475</del>
	4.433	<del>1.958</del>		
(21-1)			4.227	<del>2.269</del>
				<del>2.267</del>
				0.0028

INTERIOR Drainage X-Section	
Hub - RTK FILE	
EC TBK	
EC	
EC S/P	
Toe of Conc. Ditch	
CK of Conc. Ditch	
Toe of Conc. Ditch	
EC S/P	
EC <del>TBK</del>	
TBK	



Sta	+	22-1 HI	22-2 -	Elev.
22-1				0.724 <del>2.267</del>
	4.418	<del>2.151</del>		
0+00			3.635	<del>1.484</del>
0+97.2			5.767	
1+00.2			5.768	
1+01.05			8.748	
1+01.15			19.850	
1+10			20.214	
1+20.6			19.829	
1+20.7			8.604	
1+21.4			5.575	
1+23			5.563	
<del>1+24.3</del>			<del>5.539</del>	
1+24.3			5.549	

24  
5

NG
EC. TBR
EC.
EC. S/P
Toe. Ditch
C/C
Toe. Trench
EC. S/P
EC.
EC. 22-2 = conc.
EC. TBR



STA	+	23-1 HI	23-2 -	ELEV
				0.594
23-1				<del>0.734</del> <del>0.743</del>
	4.372	<del>5.106</del>		3.846
0+41				<del>4.046</del> 4.846
0+42.3				3.867
0+43				20.4
0+55				20.966
0+66				20.4
0+67				3.923
0+68				3.896
0+68.6				3.906
0+70				5.677
0+72				6.109
0+87				6.748
1+03.5				7.346
1+05				6.973

		26 5
GOOD MAIL - 2+00		
EC	THG	
EC	TBK	
TDE	D. F. L.	
<del>TA</del>	<del>E</del>	
TDE	D. F. L.	
EC	TBK	
23-2		
EC		
EC		
EA		
CLR D		
EA		
EC		





STA	+	HT	-	ELEV
18-1				1.224 <del>1.213</del>
	4.034	<del>5.247</del>		
-0+28				4.733
-0+15				9.929
-0+12.5				10.097
-0+11.1				10.326
-0+11				17.582
0+0				18.048
0+ <sup>14.3</sup> 14.9				17.466
0+15				18.102
0+19				18.149
0+48.2				
<del>0+49.5</del>				18.177
<del>0+48.5</del>				
0+48.3				5.732
0+49				5.721

600-NAIL - (-0+35)
TB TBK
TOE
FEN-EC S/P
EC
TOE TOE
SOUNDING
EC (WATER)
TOE OF EC (WATER)
CL (WATER)
TOE TOE
EC
18-2



18-1 18-2 CONT.

STA	+	HI	-	ELEV
		<del>5.247</del>		
0+49.6				5.722
0+50				7.629
1+00				7.083
T.P				6.130 - 0.883
	6.403	<del>5.520</del>		
18-1				4.305 - 1.215 F
				<u>1.213 G</u>
				+0.002 E

30  
5

EC TBC.

NG

NG

Sketch - Pointe-A-la-Hache east  
Pump Station

31  
5

Pointe-A-la-Hache East Pump Station

POLE ▲

LEVER

GRAVEL PARKING  
LOTT

PI

conc-3

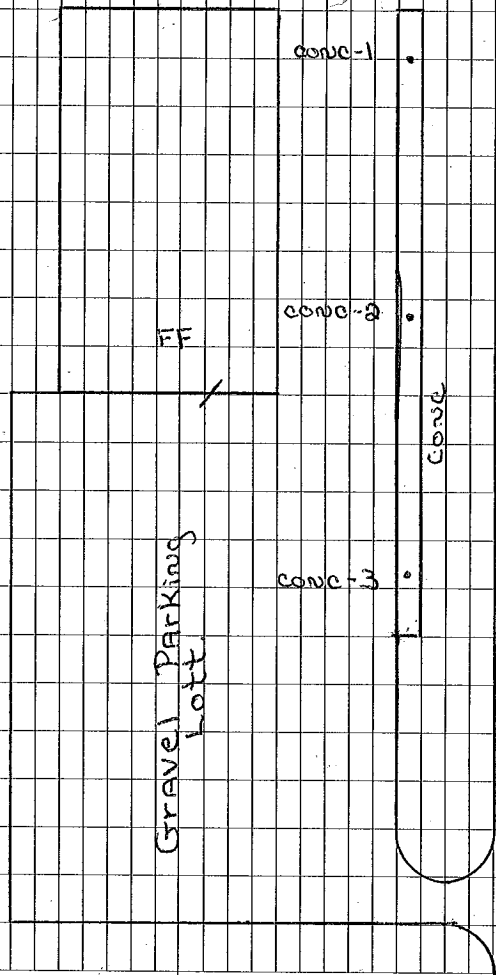
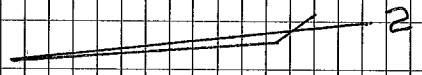
conc

conc-2

conc-1

State Hwy

CANAL



STA	+	HI	-	Elev.
X-374				5.188
	6.660	11.848		
T.P			4.521	7.327
	3.171	10.498		
T.P			5.037	5.461
	4.713	10.174		
T.P			4.621	5.553
	4.300	9.853		
T.P			4.543	5.310
	6.291	11.601		
T.P			5.042	6.559
	5.015	11.574		
<del>T.B.M</del> (Buick)			6.053	5.521
	4.671	10.192		
T.P			4.818	5.374
	4.403	9.777		
T.P			4.490	5.287
	4.470	9.757		
T.P			5.800	3.957
	5.357	9.314		
T.P			2.850	6.464

End Stainless Steel Rod in 4" PVC Pipe  
\* Stamped X-374 1985 REF this RIC P936  
For Elev.

End Brass cap set flush with conc. in sea wall  
stamped (BUICK 1931)

STA	+	HI	-	Elev.
	4.080	10.544		
T.P			4.628	5.916
	4.840	10.756		
<del>From</del> Chrysler			4.455	6.301
	4.283	10.584		
T.P			4.767	5.817
	4.878	10.695		
T.P			5.343	5.352
	4.438	9.790		
T.P			5.270	4.527
	5.951	10.471		
T.P			5.489	4.982
	5.163	10.145		
* T.P			4.635	5.510
	5.896	11.406		
T.P			6.308	5.098
	4.755	9.853		
T.P			4.619	5.234
	4.988	10.222		
T.P			4.451	5.771
	4.855	10.626		
T.P			3.560	7.066
	4.546	11.606		
X-374			6.425	5.181
			Error =	0.007

End Brass cap set flush with conc. in Sea Wall (stamped Chrysler 1931)	
--	--



Sta	+	HI	-	Elev.
-----	---	----	---	-------

NG-3			4.702	15.476
------	--	--	-------	--------

T.P			4.524	15.654
-----	--	--	-------	--------

	4.227	19.881		
--	-------	--------	--	--

T.P			4.204	15.677
-----	--	--	-------	--------

	4.723	20.400		
--	-------	--------	--	--

T.P			5.309	15.091
-----	--	--	-------	--------

	4.956	20.047		
--	-------	--------	--	--

T.P			9.115	10.932
-----	--	--	-------	--------

	4.057	14.989		
--	-------	--------	--	--

T.P			8.636	6.353
-----	--	--	-------	-------

	3.062	9.415		
--	-------	-------	--	--

BEL I.			6.019	-3.396
--------	--	--	-------	--------

Error = 0.019

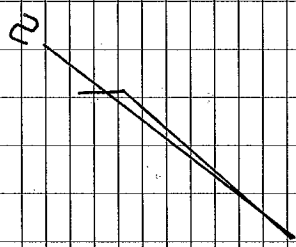
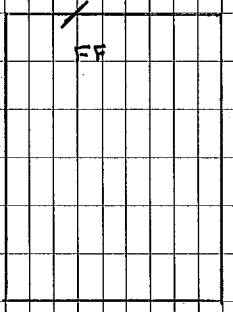
Tie

1-21-06

NG-3

NG-2

NG-1



ALCO To X374				
Sta	+	HI	-	Elev.
ALCO				6.135
	5.935	12.070		
X 374			6.882	5.188
	7.178	12.366		
ALCO			6.219	6.147
			Error =	0.012

Tie

Chrysler				6.30
	1.48	7.78		
Chrysler RM			1.40	6.38
	1.34	7.72		
Chrysler			1.42	6.30 F
				<u>6.30 G</u>
				0.00 F

1-21-06

36  
5

See this BIC. pg 33 RID B51350  
RID B51349

Control levels - J367 to TBM Hayes <sup>- 0.88</sup>

STA	+	H.I.	-	Elev.
J 367				-0.88
	4.16	3.28		
TP			5.49	-2.21
	5.25	3.04		
TP			5.46	-2.42
	4.97	2.55		
TBM - HAYES			3.96	-1.41
	4.35	2.94		
TP			5.14	-2.20
	5.49	3.29		
J 367			4.17	-0.88 F
				-0.88 G
				0.00 B

~~VOID  
NO  
NEEDED~~

1/23/06

(37)

PIP AT0721

GOOD NAIL Flush with ground

PIP AT0721



Control Levels - 1494 C to TBM Point Coloste

STA.	+	HI	-	ELEV.
149 C				1.860
	4.69	6.55		
TP			6.26	0.29
	5.94	6.23		
TP			5.04	1.19
	4.33	5.52		
TP			4.55	0.97
	5.24	6.21		
TP			5.54	0.67
	5.07	5.74		
TP			5.47	0.27
	5.14	5.41		
TP			4.19	1.22
	4.88	6.10		
TP			4.88	1.22
	4.98	6.20		
TP			4.54	1.66
	4.38	6.04		
TP			4.61	1.43
	4.49	5.92		
TP			3.93	1.99
	4.56	6.55		
HI	CARRIED TO NEXT PAGE			

1/23/06 (38)

1494 C 1996 (Nos)

Void

Levels Cont				
STA	+	HI	-	ELEV
		6.55		
TP			4.59	1.96
	4.43	6.39		
TBM CELESTE			5.72	0.67
	5.82	6.49		
TP			4.56	1.93
	4.61	6.54		
TP			4.75	1.79
	4.73	6.52		
TP			5.20	1.32
	4.73	6.05		
TP			4.44	1.61
	4.75	6.36		
TP			5.14	1.22
	4.84	6.06		
TP			5.03	1.03
	4.49	5.52		
TP			5.26	0.26
	5.14	5.40		
TP			4.84	0.56
	5.54	6.10		
TP			5.23	0.87
	5.15	6.02		

11/23/06

(39)

Void

B/R spike @ entrance to Port  
Celeste Pump Station.

Levels Cont.

STA	+	HI	-	ELEV.
		6.02		
TP			4.76	1.26
	4.77	6.03		
TP			5.09	0.94
	5.64	6.58		
149C			4.71	1.87 F
				1.86 S
				<u>+0.01 S</u>

1/23/06

(20)

Void

1494 C. 1996 (1405)

Point Celeste Pump Station

STA	+	HI	-	ELEV
TBM CELESTE				0.67
	5.32	5.99		
FPE			1.32	4.67
	1.06	5.73		
TBM CELESTE			5.07	0.66 F
				0.67 G
				-0.01 E

1/23/06 (21)

