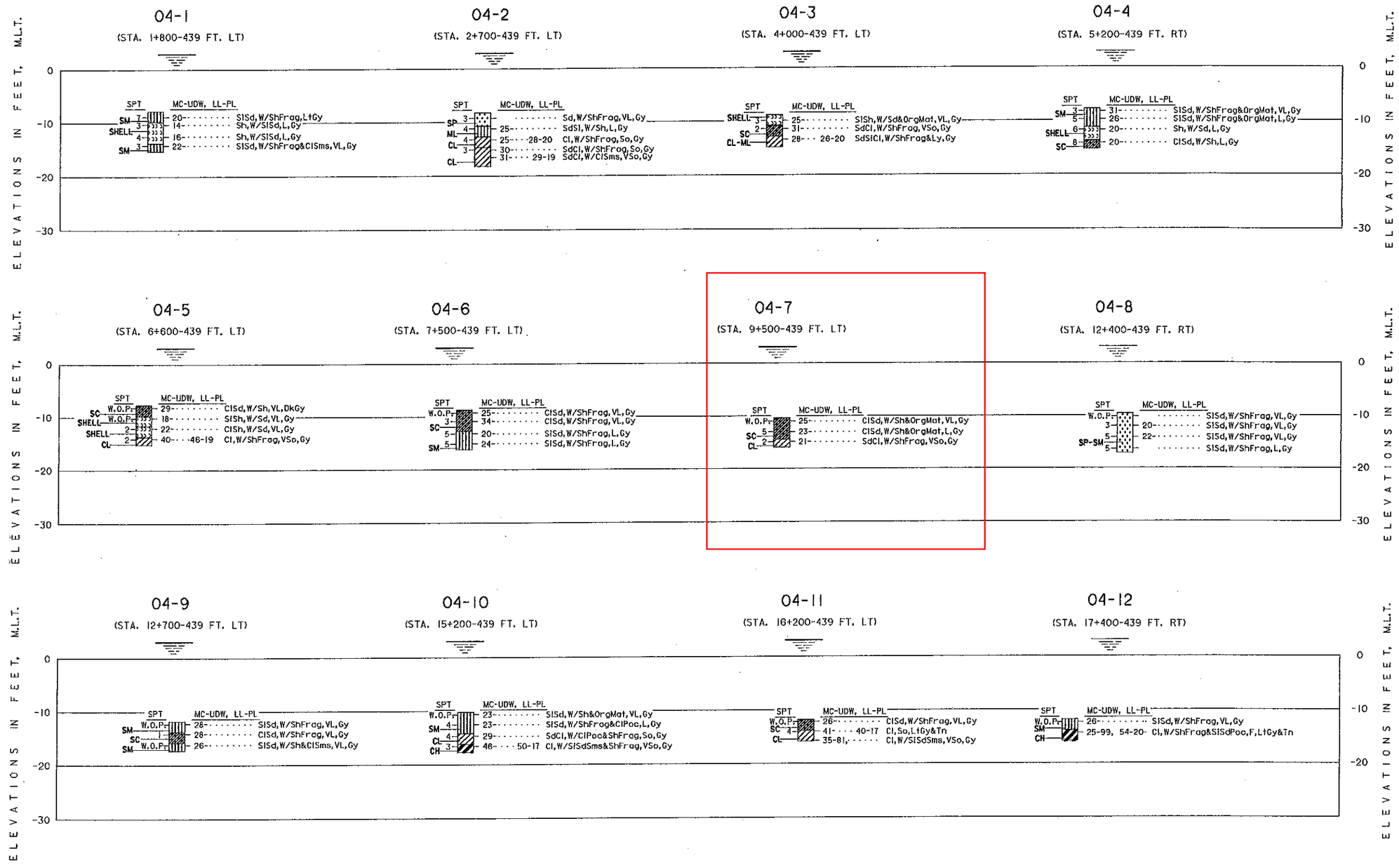

NOTES (FOR DRAWING NO. F-6 TO F-7):

1. OFFSET DISTANCES ARE MEASURED FROM THE CENTERLINE OF THE HOUSTON SHIP CHANNEL.
2. THE OFFSET DESIGNATIONS LEFT (LT), AND RIGHT (RT) ARE BASED ON LOOKING UPSTREAM.
3. SEE DRAWING F-7 FOR DREDGING REACH BORING NOTES AND LEGEND.
4. SEE DRAWING C-3 AND C-4 FOR BORING LOCATIONS.

INVITATION NO. W912HY-04-B-0014

US Army Corps of Engineers
Galveston District

Rev.	Description	Date	By

Drawn by: RTA
Designed by: RTA
Checked by: MEM
Submitted by: MARK E. MEYER, P.E. Project Engineer
Approved by: Chief, Engineering and Construction Division
Date: MAY 2004
Scale: AS SHOWN
Approval Recommended: MARK E. MEYER, P.E. Chief, Engineering Branch
Rev. X

URS
URS GROUP, INC.
HOUSTON, TEXAS

U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
GALVESTON, TEXAS

PREPARED UNDER THE DIRECTION OF
LEONARD D. WATERWORTH, Col., C.E.,
DISTRICT ENGINEER

HOUSTON-GALVESTON NAVIGATION CHANNELS, TEXAS
(45-FOOT PROJECT)
UPPER BAY AND BARGE LANES
PIPELINE DREDGING

LOGS OF BORINGS
STA. 1+800 TO STA. 17+400

Drawing No.:
F-6
Sheet 51 of 55
File No. HSC 401-497

...\Hsc\401-497\URS\F06.dgn 5/5/2004 8:45:14 AM