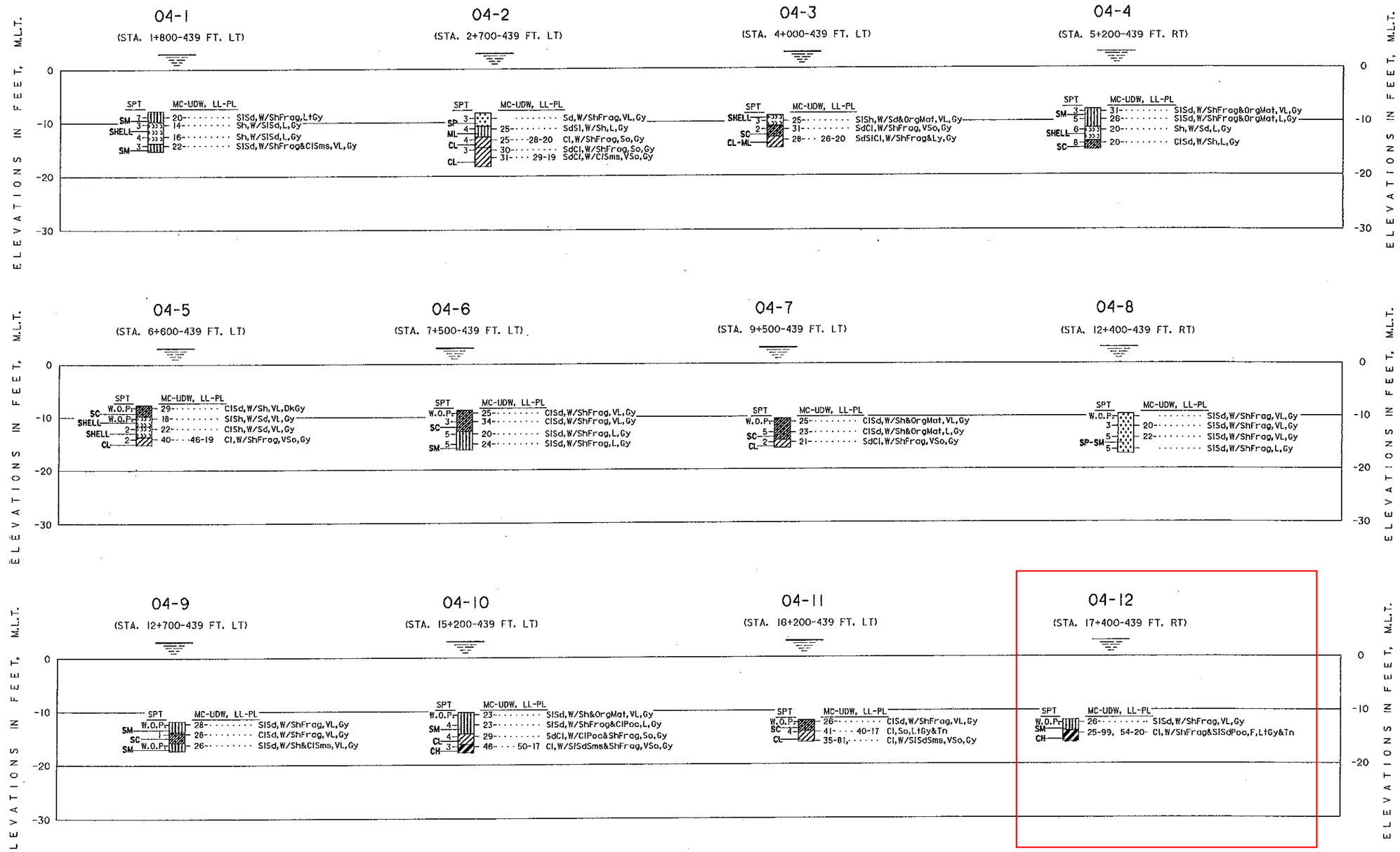

NOTES (FOR DRAWING NO. F-6 TO F-7):

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. MATHIS, P.E. Project Engineer
Approved by: Chief, Engineering Branch
Date: MAY 2004
Scale: AS SHOWN
Approval Recommended: P.E. Chief, Planning Branch
Rev. X
Chief, Engineering and Construction Division

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

URS GROUP, INC. HOUSTON, 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

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