

12884.106

USACE

CEPD.

TIDE GAGE LEVELS

3.28.11

JLR

EJ

WILD NA 3000

BAR CODE ROD SAN JOSE A

# FIELD'S LANDING

## PEL TEST

	NEAR	FAR
A	5.3090	4.6371
B	4.9037	5.5717
	10.2127	10.2098

ERROR = 0.0029

COLL A = -7.7"

STORED

1500 = 0.000  
LV0653

1501 = 1.0 632.6 0.625  
LV0652

101 = -1.3 1275.0 1.611  
TP 101

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T.P. RUNNING NOS. 3000 - 3007

PARTLY CLOUDY, BRZY.

NOS BD 8739 B 1978

NOS BD 8739 C 1978

S.S. ON STOP BAR BELOW POINT  
ON FWY.

1501 = 5.6 1909.4 0.626  
LV0652

1500 = -3.2 2542.8 0.003  
LV0653



BEGIN 3-29-11 FIELDS LANDING

PEG TEST

	NEAR	FAR
A	4.5639	5.8823
B	<u>5.4082</u>	<u>4.0911</u>
	9.9721	9.9734

ERROR = 0.0013

CON Δ = 2.5"

STORED

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(2)

0.0011

P.O.B. EDC = 0.0031

CLOUDY  
ROADS WET. WAIT FOR  
DRY TO KLESS HWY 101

T.P. RUNNING NUMBERS

3010 — 3028

1502 = 0.000  
LV0655

1503 = -4.4 2433.2 4.437  
TOP 1/2" PVC

1502 = -5.5 4882.3 0.003  
LV0655



1502 = 0.000  
LV0655

1504 = 5.8 952.9 25.221  
LV0623

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(3)

C4GS BD No.7 / RESET 1961

TOP OF PVC = UNDER 'TOP HAT'  
0.210 TOP 1/2" PVC  
TO BASE.

P.O.B. /

RUNNING NOS.  
3030 - 3040

C4GS BD P1087 / 1967

1504=  
LV0623

1502 2.2 1899.8 - 0.002  
LV0655



101=  
TP101 0.000

1505= 4.8 534.8 21.958  
LV0264

101= 0.5 1068.5 0.003  
TP101



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P.O.B. ✓

RUNNING NOS.

3045 - 3051

0865 BD Q1087/1967

P.O.B. ✓

1501 =  
LV0652

\* FWY WET  
WILL DO THIS  
LATER

1502 =  
LV0655

SEE P. 9

1501 =  
LV0655



RUNNING NOS.

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FIELDS

LANDING

1500 =  
LV0653

1501 =  
LV0652

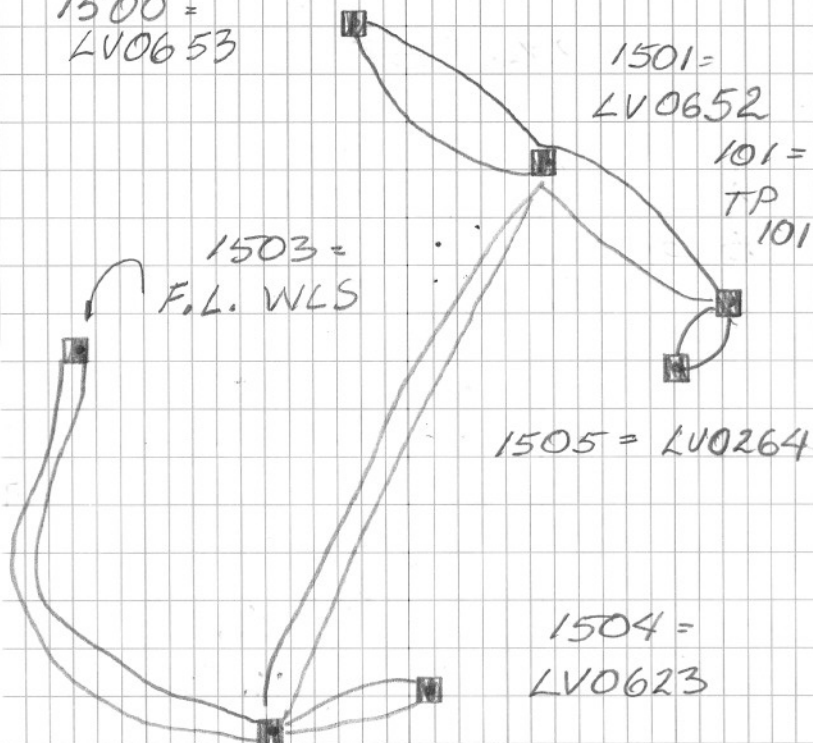
101 =  
TP  
101

1503 =  
F.L. WLS

1505 = LV0264

1504 =  
LV0623

1502 = LV0655



SAMOA

PEG TEST

	NEAR	FAR
A	4.7358	5.1523
B	5.1823	4.7656
	9.9181	9.9179

ERROR = 0.0002

COLL  $\Delta$  = -0.6"

STORED YES

1506 = 0.000  
LV0352

1507 = -2.3 1893.9 6.059  
LV0351

1506 = 2.4 3830.0 0.002  
LV0352

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RUNNING NOS.

3055 - 3067

C/GS BD No. 2 / 1962

OLD STLYE C/GS F. 735 / 1944

P.O.B. ✓

# SAMOA CONT.

BEGIN 3.30.11

SAME CREW

" EQUIPT

PEG TEST

	NETL	FMR
A	4.9573	5.4502
B	5.2759	4.7818
	10.2332	10.2320

ERROR = 0.0012

COLL A = -2.2"

STORED

1507 = 0.000  
LV0351

1508 = 6.0 2851.2 - 1.114  
LV0350

12004-106

3.30.11

WILD NA 3000

SAN JOSE A BARCODE RODS

FOGGY, COOL

RUNNING NOS 3070 - 3091

C & GS BD Z 1091 / 1967



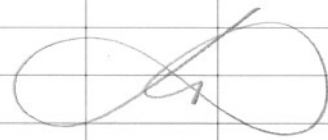
1507 = -1.6 5698.2 - 0.005  
LV0351



1509 = 0.000  
LV0629

100 = 4.2 3497.7 - 8.910  
TP100

1509 = 1.5 6995.6 0.007  
LV0629



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P.O.B. ✓

30 ROD. CASING STAMPED  
W 1403 / 1983

RUNNING NOS.  
3095 - 3120

MAG C GATE

P.O.B. ✓

# FIELDS LANDING

## PEG TEST

	NEAR	FAR
A	4.3580	5.6704
B	5.1432	3.8321
	9.5012	9.5025

ERROR = 0.0013

COLL Δ = 2.5"

STORED

1502 = 0.000  
LV0655

1501 = 2.7 5284.1 - 1.117  
LV0652

OUT OF TIME. BACK RUN TOMORROW.

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3.30.11

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RUNNING NOS.

3125 - 3144

OVERCAST

COOL

BRZY

SEE p. 13 FOR RETURN RUN

BEGIN 3.31.11

J. RIDGLEY

E. JONES

WILD NA 3000

S.I. 'A' RODS

PEG TEST

NEAR

FAR

A 4.7778

4.8632

B 5.0704

4.9810

9.8482

9.8442

ERROR = 0.0040

COLL  $\Delta$  = -7.4"

STORED

SAMOA

100 =  
TP 100

0.000

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(10)

COOL, FOGGY, DRIZZLE

RUNNING NO 3145 - 3167

MKG NAK @ GATE

1510 = -0.1 237.5 1.062  
BTIDAL

1506 = -2.2 1496.8 -6.031  
LV0352

1511 = -0.7 2482.6 -1.305  
TOP 1/2" PVC

1506 = -0.6 3497.6 -6.031  
LV0352

1510 = 0.4 4748.9 1.066  
BTIDAL

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NOS DISK (NO PID)

DES. 941 8817 BTIDAL

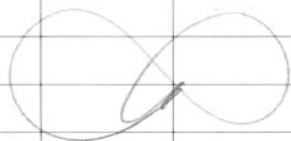
STAMP 8817 B/1978

TOP 1/2" PVC. UNDER 'TOP  
HAT'

0.000 ✓

0.004 ✓

100 = 1.1 5057.4 0.003  
TP100



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(12)

P.O.B.

1508 =  
LV0350

1507 =  
LV0351

1510 =  
B TIDML

1506 =  
LV0352

100 =  
TP100

1511 =  
SAMOA  
WLS

1509 =  
LV0629



# FIELD LANDING

BACK RUN LV0652  
 — LV0655  
 (1501 — 1502)

## PEG TEST

	NEAR	FAR
A	4.6276	4.5925
B	4.6838	4.7246
	9.3114	9.3171

ERROR = 0.0057  
 COLL Δ = 10.0"  
 STORED

1501 = 0.000  
 LV0652

1502 = 0.0 5255.1 1.117  
 LV0655

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3.31.11

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PARTLY CLOUDY  
 BRZY  
 COOL

RUNNING NOS. 3170  
 — 3189

FR Δ = -1.117

BR Δ = +1.117