

Identification\_Information:  
Citation:

**Mike J. Bartholomew**  
**Biscayne Engineering**

Citation\_Information:  
Originator: Mike J. Bartholomew  
Publication\_Date: Unpublished material  
Publication\_Time: Unknown  
Title: East Coast Aquifer Monitoring Wells (M1037)  
Edition: 1.0  
Series\_Information:  
Publication\_Information:  
Larger\_Work\_Citation:  
Citation\_Information:  
Series\_Information:  
Publication\_Information:

**Purpose**

Description:  
Abstract: East Coast Aquifer Monitoring Wells (M1037)  
Purpose:  
To establish elevations on a disc set adjacent to the well and provide the results in NAVD-88 format in accordance with the CERP height modernization program.  
Supplemental\_Information:  
Access to site is gained from the intersection of I-95 and Martin Hwy (SR-714). Travel west on SR-714 to the driveway for residence #12100.

**Survey Date**

Time\_Period\_of\_Content:  
Time\_Period\_Information:  
Single\_Date/Time:  
Range\_of\_Dates/Times:  
Beginning\_Date: 20060111  
Ending\_Date: 20060112  
Multiple\_Dates/Times:  
Currentness\_Reference: Date and Time Range of Field/Office Work

Status:

Progress: Complete  
Maintenance\_and\_Update\_Frequency: Unknown

Spatial\_Domain:

Bounding\_Coordinates:  
West\_Bounding\_Coordinate: -080°25'03"  
East\_Bounding\_Coordinate: -080°25'03"  
North\_Bounding\_Coordinate: +27°09'41"  
South\_Bounding\_Coordinate: +27°09'41"

Keywords:

Theme:  
Theme\_Keyword\_Thesaurus: None  
Theme\_Keyword: Well Site  
Theme\_Keyword: MARTIN  
Theme\_Keyword: M1037

Place:

Place\_Keyword\_Thesaurus: None  
Place\_Keyword: East Coast Aquifer Monitoring Wells (M1037)  
Place\_Keyword: Martin County, Florida  
Place\_Keyword: Florida  
Place\_Keyword: Sec. 22 , Twp. 38S, Rge 39E

Stratum:

Temporal:

Access\_Constraints: None  
Use\_Constraints: None  
Point\_of\_Contact:

**Elvie Ebanks**  
**SFWMD**

Contact\_Information:  
Contact\_Person\_Primary:  
Contact\_Person: Elvie Ebanks  
Contact\_Organization: South Florida Water Management

District

Contact\_Organization\_Primary:  
Contact\_Position: Project Manager  
Contact\_Address:  
Address\_Type: mailing and physical address  
Address: 3301 Gun Club Road  
City: West Palm Beach  
State\_or\_Province: FL

M1037.gen  
Postal\_Code: 33406  
Country: USA  
Contact\_Voice\_Telephone: (561) 753-2400 x4717  
Contact\_Facsimile\_Telephone: (561) 791-4093

Security\_Information:

Cross\_Reference:

Citation\_Information:

Series\_Information:

Publication\_Information:

Data\_Quality\_Information:

Attribute\_Accuracy:

Attribute\_Accuracy\_Report:

## Equipment Used

This Survey was prepared using GPS and Leveling instruments. The horizontal location of the well was established using GPS. The vertical data was collected using Level Wild NA-2. Coordinates are based on the Florida State Plane Coordinate System, East Zone, NAD 83/90. Elevations based on NAVD88

Logical\_Consistency\_Report:

Horizontal data was established using NGS control points AF7160 (A07) and AJ8518 (P543). Vertical data was established using NGS benchmarks AJ8518 (P543) and AF7168 (195 85 A06 RM1). Coordinates are based on the Florida State Plane Coordinate System, East Zone, NAD 83/90. Elevations are based on NAVD88.

Completeness\_Report:

## Project Results

Horizontal location taken at approximate center of well.

Lat. +27°09' 41.408"

Long. -080°25' 03.714"

N 1028318.489

E 845505.757

New leveled elevations.

New site benchmark "M1037" is a standard S.F.W.M.D. brass disc in the concrete encasement for tape down well.

Disc elevation is 28.54' (NAVD88).

elevation is 29.99' (NGVD29).

Top of pipe elevation is 29.19' (NAVD88)

elevation is 30.64' (NGVD29)

based on NGS NAVD88 adjustment of vertical network. Origin of NAVD88 elevation for BM "M1037" and well "M1037" is closed bench level circuit through NGS benchmarks AJ8518 (P543) and AF7158 (195 85 A06 RM1). NGVD29 Elevations determined at well site vicinity

by adding a constant (C) to the measured NAVD88 values.

The constant was derived by comparing the published NAVD88 value of 28.57 feet at benchmark AJ8518 with an NGVD-29 value of 30.02 feet (per the NGS Adjustment of the CERP Geodetic Vertical Control Project, as provided by SFWMD. C equals 30.02 feet - 28.57 feet

equals 1.45 feet. Well is situated West of I-95 and South

of Martin Hwy (SR-714), Martin County, Florida. TO

REACH the well from the intersection of Martin Hwy

(SR-714) and I-95, travel West on Martin Hwy (SR-714) for

1.7 miles to the dirt driveway for residence #12100 on the

left (South). Well is a 2-1/2" diameter pipe. Top of well is

protuding 0.2 feet above the ground surface. Lying 44.6

feet (more or less) South of Martin Hwy (SR-714), next to

the eastern edge of driveway. Benchmark is a brass

SFWMD disc set 4.7 feet North of 4' high hog wire fence,

46.5 feet South of the South edge of pavement for Martin

Hwy, and 50.2 feet (more or less) East of the Eastern edge

of drive way for residence # 12100.

Positional\_Accuracy:

Horizontal\_Positional\_Accuracy:

Horizontal\_Positional\_Accuracy\_Report:

The horizontal position of the well "M1037" was established using differential GPS. NGS points AF7160 (A07) and AJ8518 (P543) were used as a source of horizontal control.

Quantitative\_Horizontal\_Positional\_Accuracy\_Assessment:

M1037.gen  
Horizontal\_Positional\_Accuracy\_Value: 1 meter  
Horizontal\_Positional\_Accuracy\_Explanation: The intended horizontal positional accuracy for this survey is 1 meter.

**Level Line**

Vertical\_Positional\_Accuracy:  
Vertical\_Positional\_Accuracy\_Report:  
A level line was run originating on NGS control point AJ8518 (P543) with NAVD-88 elevation, running through well and disc "M1037" and terminated on point AF7158 (I95 85 A06 RM1) in accordance with Florida Minimum Technical Standards.  
Quantitative\_Verical\_Positional\_Accuracy\_Assessment:  
Vertical\_Positional\_Accuracy\_Value: 0.03 feet  
Vertical\_Positional\_Accuracy\_Explanation: A bench level circuit was performed between AJ8518 (P543) and AF7158 (I95 85 A06 RM1), running through well "M1037" in accordance with Florida Minimum Technical Standards (Chapter 61G17-6, FAC). Length of benchmark run is 3.26 miles. Allowable error is 0.10 feet. Achieved Accuracy is 0.03 feet.

Lineage:

Source\_Information:  
Source\_Citation:  
Citation\_Information:  
Series\_Information:  
Publication\_Information:  
Larger\_Work\_Citation:  
Citation\_Information:  
Series\_Information:  
Publication\_Information:  
Source\_Time\_Period\_of\_Content:  
Time\_Period\_Information:  
Single\_Date/Time:  
Range\_of\_Dates/Times:  
Multiple\_Dates/Times:

Process\_Step:

Process\_Description:  
The horizontal work was performed using Ashtech GPS receivers. The vertical work was performed using Level Wild N-A2.  
Process\_Date: 20060123  
Process\_Time: 09000000  
Process\_Contact:  
Contact\_Information:  
Contact\_Person\_Primary:  
Contact\_Organization\_Primary:  
Contact\_Address:

Spatial\_Data\_Organization\_Information:

Spatial\_Reference\_Information:

Horizontal\_Coordinate\_System\_Definition:  
Geographic:  
Planar:  
Map\_Projection:  
Albers\_Conical\_Equal\_Area:  
Azimuthal\_Equidistant:  
Equidistant\_Conic:  
Equiangular:  
General\_Verical\_Near-sited\_Perspective:  
Gnomonic:  
Lambert\_Azimuthal\_Equal\_Area:  
Lambert\_Conformal\_Conic:  
Mercator:  
Modified\_Stereographic\_for\_Alaska:  
Miller\_Cylindrical:  
Oblique\_Mercator:  
Oblique\_Line\_Point:  
Orthographic:  
Polar\_Stereographic:  
Polyconic:  
Robinson:  
Sinusoidal:  
van\_der\_Grinten:  
Space\_Oblique\_Mercator\_(Landsat):

M1037.gen  
 Stereographic:  
 Transverse\_Mercator:  
 van\_der\_Grinten:  
 Grid\_Coordinate\_System:  
 Universal\_Transverse\_Mercator:  
 Transverse\_Mercator:  
 Universal\_Polar\_Stereographic:  
 Polar\_Stereographic:  
 StatePlane\_Coordinate\_System:  
 Lambert\_Conformal\_Conic:  
 Transverse\_Mercator:  
 Oblique\_Mercator:  
 Oblique\_Linear\_Points:  
 Polyconic:  
 ARC\_Coordinate\_System:  
 Equi\_rectangular:  
 Azimuthal\_Equidistant:  
 Local\_Planar:  
 Planar\_Coordinate\_Information:  
 Coordinate\_Representation:  
 Distance\_and\_Bearing\_Representation:  
 Local :  
 Geodetic\_Model :  
 Vertical\_Coordinate\_System\_Definition:  
 Altitude\_System\_Definition:  
 Depth\_System\_Definition:  
 Entity\_and\_Attribute\_Information:  
 Detailed\_Description:  
 Entity\_Type:  
 Attribute:  
 Attribute\_Domain\_Values:  
 Attribute\_Value\_Accuracy\_Information:  
 Overview\_Description:  
 Distribution\_Information:  
 Distributor:  
 Contact\_Information:  
 Contact\_Person\_Primary:  
 Contact\_Organization\_Primary:  
 Contact\_Address:  
 Standard\_Order\_Process:  
 Digital\_Form:  
 Digital\_Transfer\_Information:  
 Digital\_Transfer\_Option:  
 Online\_Option:  
 Computer\_Contact\_Information:  
 Network\_Address:  
 Dialup\_Instructions:  
 Offline\_Option:  
 Recording\_Capacity:  
 Available\_Time\_Period:  
 Time\_Period\_Information:  
 Single\_Date/Time:  
 Range\_of\_Dates/Times:  
 Multiple\_Dates/Times:  
 Metadata\_Reference\_Information:  
 Metadata\_Date: 20060123  
 Metadata\_Contact:  
 Contact\_Information:  
 Contact\_Person\_Primary:  
 Contact\_Person: Mike J. Bartholomew  
 Contact\_Organization: Biscayne Engineering Company, Inc.  
 Contact\_Organization\_Primary:  
 Contact\_Position: Project Surveyor  
 Contact\_Address:  
 Address\_Type: mailing and physical address  
 Address: 529 W. Flagler Street  
 City: Miami  
 State\_or\_Province: FL  
 Postal\_Code: 33130  
 Country: USA

M1037.gen

Contact\_Voice\_Telephone: (305) 324-7671

Contact\_Facsimile\_Telephone: (305) 324-0809

Contact\_Electronic\_Mail\_Address: mikel@biscayneengineering.com

Hours\_of\_Service: 8:00 AM to 5:00 PM EST

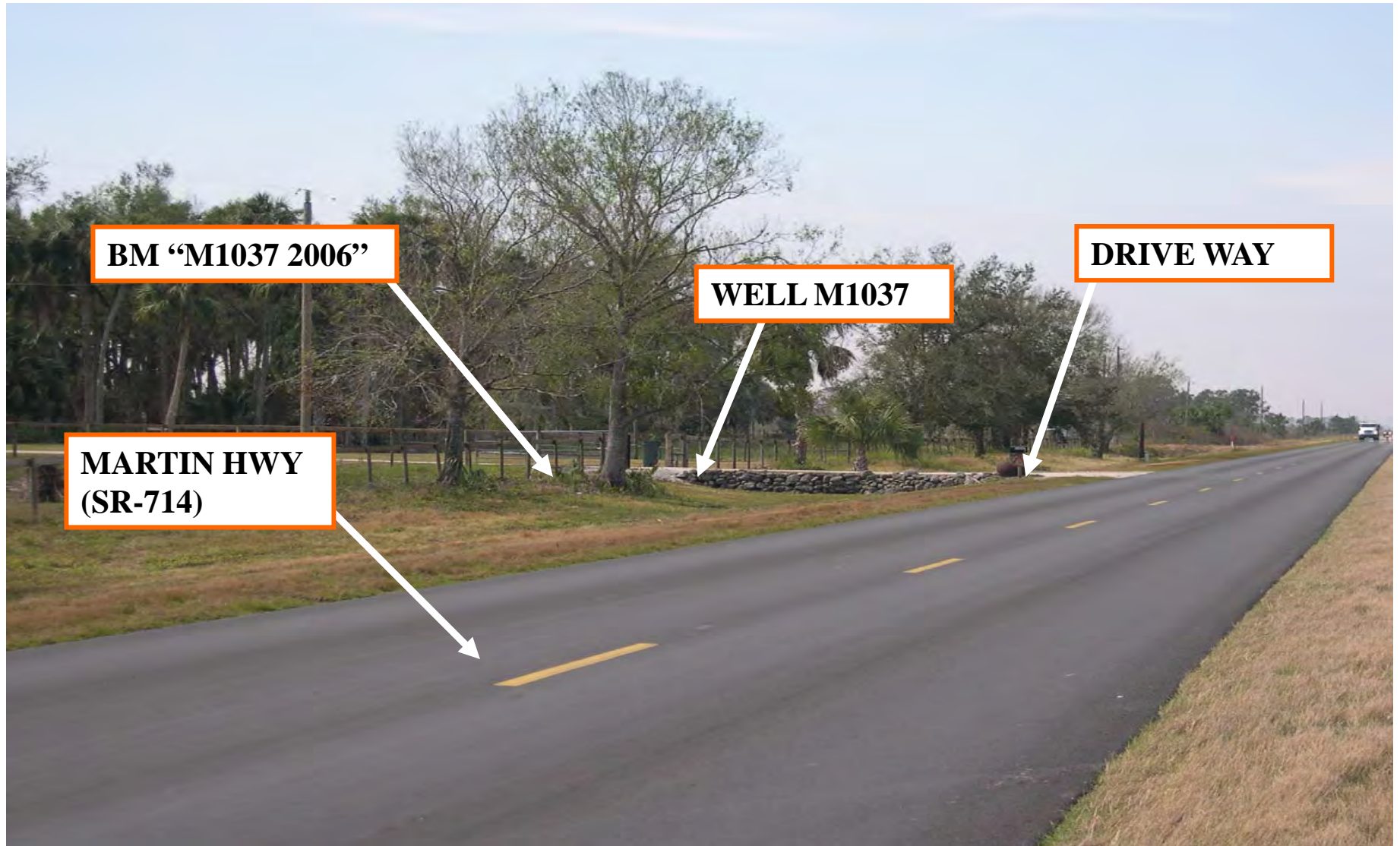
Metadata\_Standard\_Name: FGDC Content Standards for Digital Geospatial Metadata

Metadata\_Standard\_Version: 1.0

Metadata\_Time\_Convention: Local time

Metadata\_Security\_Information:

# M-1037



**Biscayne Engineering Company, Inc.**  
**Date of Photo: 01-15-06**  
**View: Looking Southwest. Well M-1037.**

**M-1037**



**Biscayne Engineering Company, Inc.  
Date of Photo: 01-15-06  
View: Looking West near dirt drive way.**

# M-1037



**Biscayne Engineering Company, Inc.**  
**Date of Photo: 01-15-06**  
**View: Looking Southwest.** BM "M1037 2006" & Well M-1037.

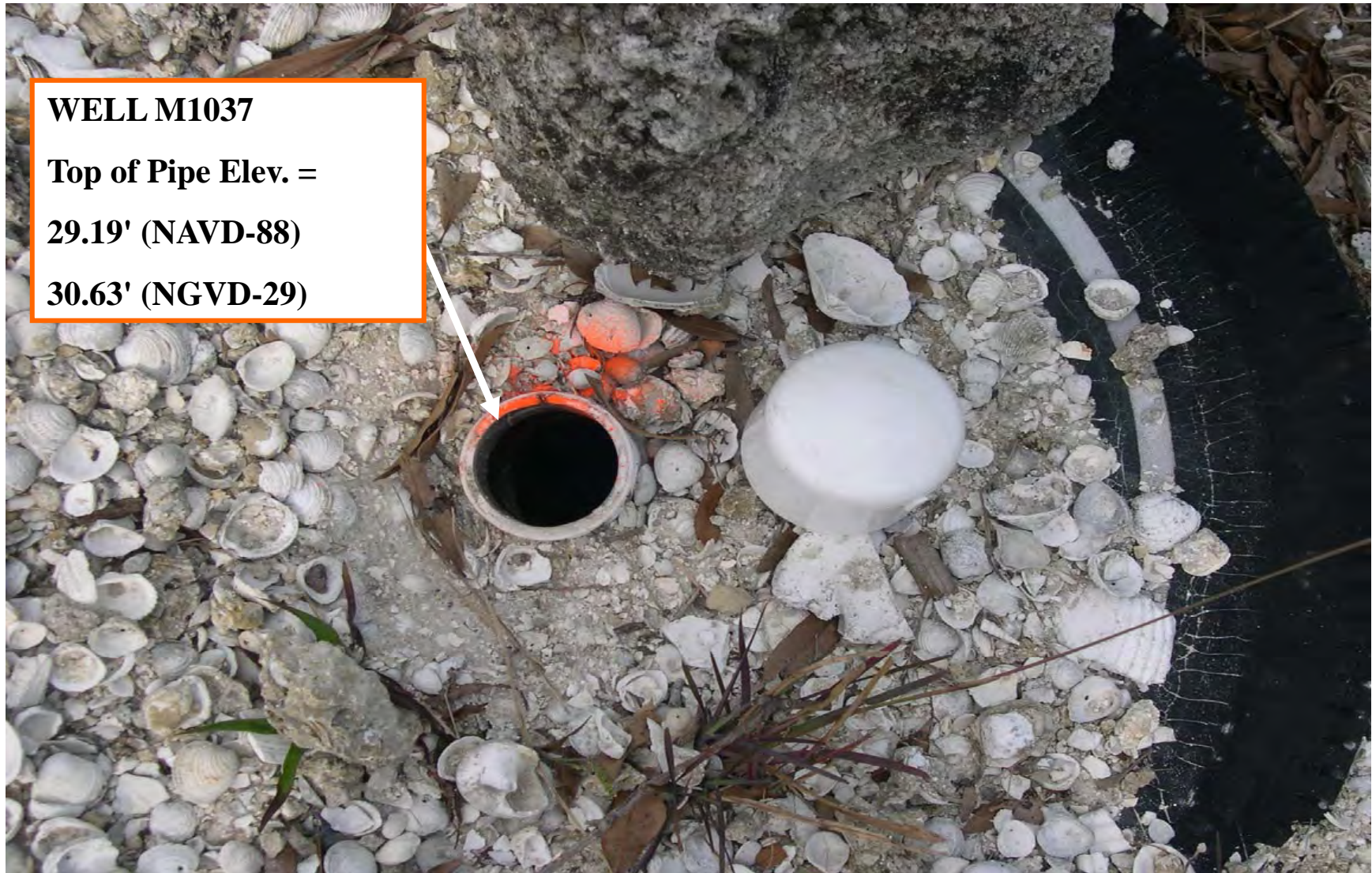


# M-1037



**Biscayne Engineering Company, Inc.**  
**Date of Photo: 01-15-06**  
**View: Well M-1037**

# M-1037



**WELL M1037**

**Top of Pipe Elev. =**

**29.19' (NAVD-88)**

**30.63' (NGVD-29)**

**Biscayne Engineering Company, Inc.**  
**Date of Photo: 01-15-06**  
**View: Well M-1037**

# M-1037



**Biscayne Engineering Company, Inc.**  
**Date of Photo: 01-15-06**  
**View: BM "M1037 2006".**

# M-1037

BM "M1037 2006"

Elev. = 28.54' (NAVD-88)

Elev. = 29.99' (NGVD-29)



Biscayne Engineering Company, Inc.  
Date of Photo: 01-15-06  
View: Benchmark "M1037 2006"

# M-1037

BM "M1037 2006"

Elev. = 28.54' (NAVD-88)

Elev. = 29.99' (NGVD-29)



Biscayne Engineering Company, Inc.

Date of Photo: 01-15-06

View: Benchmark "M1037 2006"

A. REDERO  
T. LOPEZ  
L. BALLESTEROS

#03-77616  
S.F.W.M.D

" SITE - K "

12/30/05

( ESTABLISH ELEV ON  
WELL M-1252 )

BM

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV
	6.930						23.51
BM	5.565	5.565	29.075 ✓				
	4.200			5.780			
TP#1				4.240	4.240	24.835 ✓	
				2.700			
	7.040						
SHAKE	5.270	5.270	30.105 ✓				
	3.500			6.740			
TP#2				5.140	5.140	24.965 ✓	
				3.540			
	6.440						
SHAKE	4.790	4.790	29.755 ✓				
	3.140			7.010			
TP#3				5.180	5.180	24.575 ✓	
				3.350			
	4.310						
SHAKE	3.450	3.450	28.025 ✓				
	2.590			5.395			
TP#4				3.515	3.515	24.51 ✓	
				1.635			

DESC  
NGS # AJ 8237 (A522) NAVD 88  
BRASS D. IN CONC. MON.  
STAMPED A522 2001 CERP

CUT NL

CUT NL

CUT NL

CUT NL

MAG NL & W

MAG NL & W

REBAR

SAME  
CREW

#03-77616  
S.F.V.V.M.D

12/30/05

"SITE-K"  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	ELEV	BM	DESC
	10.860							
SHAKE	10.600	10.600	35.110					REBAR
	10.340							
TP#5				0.805				
				0.620	0.620	34.490	✓	WOODEN STAKE
				0.435				
	4.950							
SHAKE	3.465	3.465	37.955				✓	WOODEN STAKE
	1.980							
				14.390				
TP#6				12.470	12.470	25.485	✓	80 D SPIKE
				10.550				
	6.370							
SHAKE	4.120	4.120	29.605				✓	80 D SPIKE
	1.870							
				6.610				
TP#7				4.730	4.730	24.875	✓	80 D SPIKE
				2.850				
	6.340							
SHAKE	5.190	5.190	30.065				✓	80 D SPIKE
	4.040							
				6.030				
TP#8				4.120	4.120	25.945	✓	80 D SPIKE
				2.210				
	7.135							
SHAKE	5.035	5.035	30.980				✓	80 D SPIKE
	2.935							

SAME  
CREW#03-77616  
S. F. W. M. D

12/30/05

" SITE - K "

( ELEV. CONT )

STA	BS	MEAN	HI	FS	MEAN ELEV	ELEV	BM	DESC
				7.330				
TP#9				5.385	5.385	25.595	✓	80 D SPIKE
				3.440				
	6.130							
SHAKE	4.315	4.315	29.910				✓	80 D SPIKE
	2.500							
				6.640				
TP#10				4.835	4.835	25.075	✓	80 D SPIKE
				3.030				
	8.080							
SHAKE	6.020	6.020	31.095				✓	80 D SPIKE
	3.960							
				8.660				
TP#11				6.370	6.370	24.725	✓	80 D SPIKE
				4.080				
	6.890							
SHAKE	4.635	4.635	29.360				✓	80 D SPIKE
	2.380							
				6.850				
TP#12				4.515	4.515	24.845	✓	80 D SPIKE
				2.180				
	6.900							
SHAKE	4.335	4.335	29.180				✓	80 D SPIKE
	1.770							
				6.950				
TP#13				5.010	5.010	24.170	✓	80 D SPIKE
				3.070				



A. REDERO

#03-77616

T. LOPEZ

S.F.W.M.D.

A. FERNANDEZ

1/3/06

"SITE-K"

(ELEV. CONT)

BM

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV
	7.655						
SHAKE	5.525	5.525	29.695	✓			
	3.395						
DISC				8.855			
M-1252				6.365	6.365	23.330	✓
				3.875			
	7.085						
SHAKE	5.975	5.975	29.305	✓			
	4.865						
WELL				7.320			
M-1252				6.115	6.115	23.190	✓
				4.910			
	8.915						
SHAKE	6.325	6.325	29.515	✓			
	3.735						
				7.470			
TP#14				5.340	5.340	24.175	✓
				3.210			
	6.910						
SHAKE	4.970	4.970	29.145	✓			
	3.030						
				6.860			
TP#15				4.300	4.300	24.845	✓
				1.740			
	7.050						
SHAKE	4.715	4.715	29.560	✓			
	2.380						

DESC

80 D SPIKE

SET S.F.W.M.D DISC STAMPED M-1252 2006

"

"

TOP OF PIPE "PYC" M-1252

"

"

80 D SPIKE

80 D SPIKE

80 D SPIKE

80 D SPIKE

A SAME  
7 CREW

#03-77616  
S.F.W.M.D.

A  
1/3/06

"SITE-K"

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	BM	DESC
				7.090					
STP#16				4.835	4.835	24.725	✓		80 D SPIKE
				2.580					
	8.620								
SHAKE	6.330	6.330	31.055	✓					80 D SPIKE
	4.040								
				8.030					
STP#17				5.975	5.975	25.08	✓		80 D SPIKE
				3.920					
	6.760								
SHAKE	4.955	4.955	30.035	✓					80 D SPIKE
	3.150								
				6.250					
STP#18				4.440	4.440	25.595	✓		80 D SPIKE
				2.630					
	7.380								
SHAKE	5.440	5.440	31.035	✓					80 D SPIKE
	3.500								
				7.190					
STP#19				5.090	5.090	25.945	✓		80 D SPIKE
				2.990					
	6.010								
SHAKE	4.100	4.100	30.045	✓					80 D SPIKE
	2.190								
				6.320					
STP#20				5.170	5.170	24.875	✓		80 D SPIKE
				4.020					

SAME  
CREW#03-77616  
S.F.W. M.D.

1/3/06

"SITE-K"

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	BM
	6.580							
SHAKE	4.700 2.820	4.700	29.575	✓				
				6.345				
TP#21				4.100 1.855	4.100	25.475	✓	
	14.030							
SHAKE	12.110 10.19	12.110	37.585	✓				
				4.580				
TP#22				3.100 1.620	3.100	34.485	✓	
	1.300							
SHAKE	1.115 0.930	1.115	35.600	✓				
				11.360				
TP#23				11.100 10.840	11.100	24.500	✓	
	5.550							
SHAKE	3.670 1.790	3.670	28.170	✓				
				4.460				
TP#24				3.600 2.740	3.600	24.570	✓	
	6.090							
SHAKE	4.470 2.850	4.470	29.040	✓				

DESC

80 D SPIKE

80 D SPIKE

80 D SPIKE

WOODEN STAKE

WOODEN STAKE

REBAR

REBAR

MAG NL S W

MAG NL S W

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV
				6.110			
TP#25				4.220	4.220	24.820	✓
				2.330			
	5.755						
SHAKE	3.835	3.835	28.655				✓
	1.915						
				5.950			
TP#26				3.870	3.870	24.785	✓
				1.790			
	6.170						
SHAKE	3.835	3.835	28.620				✓
	1.500						
				5.410			
TP#27				3.590	3.590	25.030	✓
				1.770			
	6.430						
SHAKE	4.520	4.520	29.550				✓
	2.610						
				8.880			✓
BM				6.820	6.820	22.730	22.730
				4.760			

ERR = 0.000

#03-77616  
S.F.W.M.D  
"SITE-K"  
(ELEV. CONT)

BM

DESC  
CUT NL  
CUT NL  
CUT NL  
CUT NL  
CUT NL  
CUT NL

NGS # AJ 8238 (B522) NAVD 88  
BRASS D. IN CONC MON.  
STAMPED B522 2001 CERP

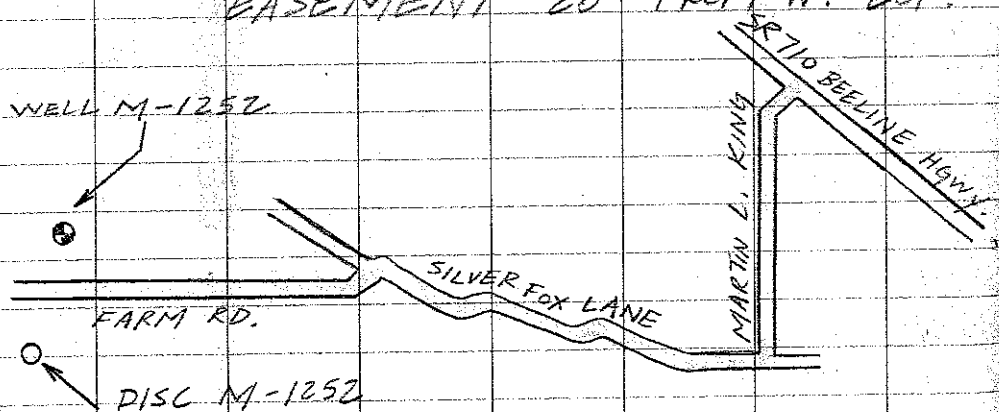
SAME  
CREW

#03-77616  
S.F.W.M.D

1/3/06

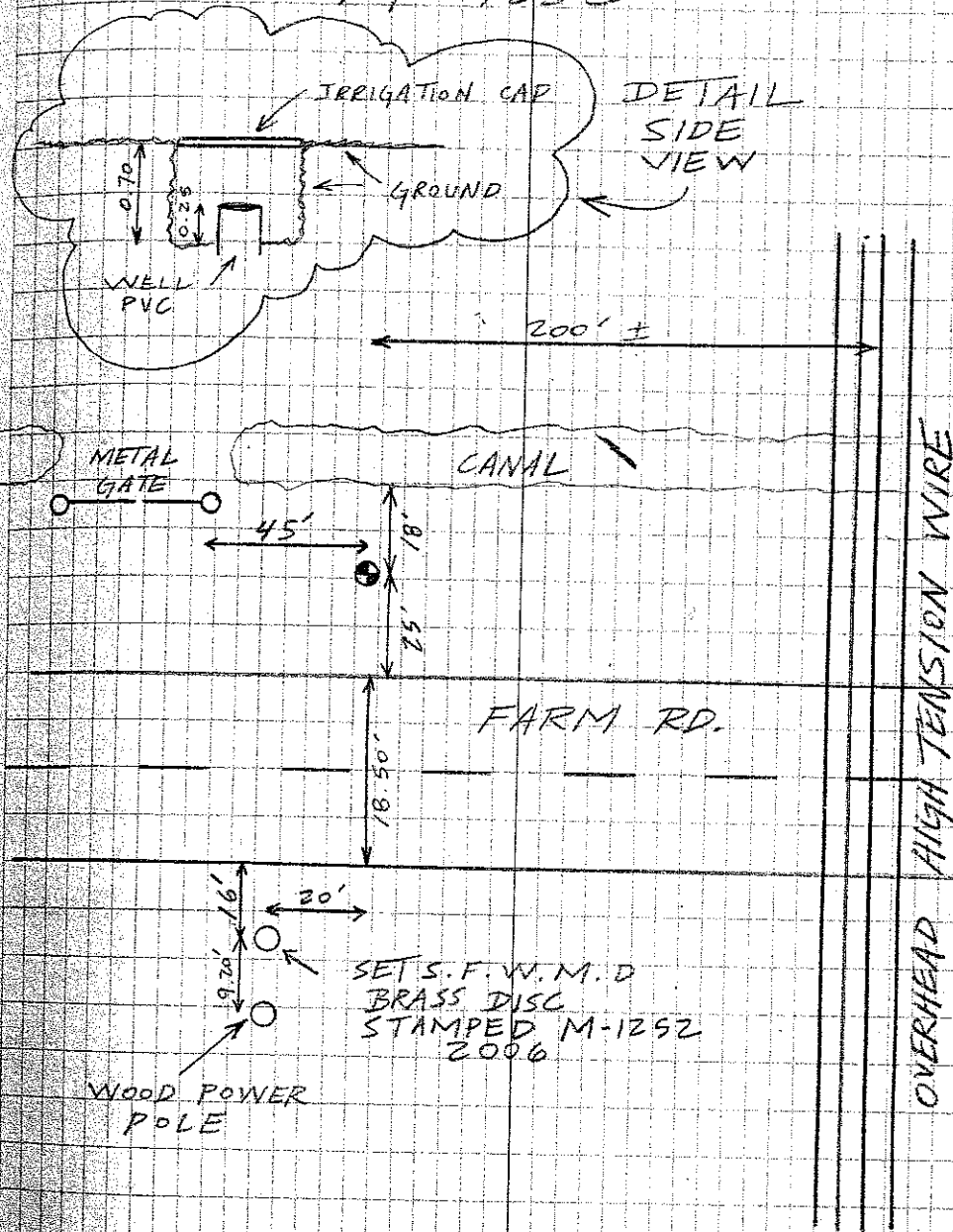
( SITE - K )  
DESCRIPTION

DIRECTIONS - IN INDIANTOWN FROM THE INTERSECTION OF MARTIN LUTHER KING BLVD AND SR-710 TRAVEL SOUTH FOR 0.7 MILES TO THE INTERSECTION OF "MLK" BLVD AND SILVER FOX LANE TURN RIGHT AND TRAVEL WEST FOR 1.7 MILES TO THE FORK IN THE ROAD OF SILVER FOX AND FARM RD TURN LEFT AND TRAVEL WEST ON FARM RD. FOR 2.3 MILES TO THE WELL ON YOUR RIGHT ON THE NORTHERN ROADSIDE EASEMENT 20' FROM N. EOP.



2564/08

SKETCH OF WELL SITE  
M-1252



SAME  
CREW

#03-77616  
S.F.W.M.D

1/3/06

"SITE - L"

(ESTABLISH ELEV.  
ON WELL SITE  
M-1085)

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	BM
	6.950							
BM	5.560	5.560	36.640	✓			31.080	✓
	4.170							
				5.050				
TP#1				3.625	3.625	33.015		✓
				2.200				
	6.090							
SHAKE	4.165	4.165	37.180	✓				
	2.240							
				11.160				
TP#2				9.320	9.320	27.860		✓
				7.480				
	5.680							
SHAKE	3.640	3.640	31.500	✓				
	1.600							
				8.350				
TP#3				6.220	6.220	25.280		✓
				4.090				
	6.335							
SHAKE	4.285	4.285	29.565	✓				
	2.235							
				6.040				
TP#4				3.930	3.930	25.635		✓
				1.820				

DESC

NGS # AJ8242 (FS22) NAVD 88  
FLANGE ENCASED ROD  
STAMPED F 522 2001 CERP

CUT NL

CUT NL

60 D SPIKE

60 D SPIKE

60 D SPIKE

60 D SPIKE

60 D SPIKE

SAME  
CREW#03-77616  
S.F.W.M.D.

1/2/06

"SITE - L"

(ELEV. CONT)

BM

STA	BS	MEAN	HI	FS	MEAN ELEV	ELEV	DESC
	6.650						
SHAKE	4.665	4.665	30.300	✓			60 D SPIKE
	2.680						
				7.820			
TP#5				5.715	5.715	24.585	✓
				3.610			
	7.010						
SHAKE	5.010	5.010	29.595	✓			60 D SPIKE
	3.010						
				7.390			
TP#6				5.170	5.170	24.425	✓
				2.950			
	7.450						
SHAKE	5.590	5.590	30.015	✓			60 D SPIKE
	3.730						
				6.820			
TP#7				4.740	4.740	25.275	✓
				2.660			
	6.020						
SHAKE	3.875	3.875	29.150	✓			60 D SPIKE
	1.730						
				7.510			
TP#8				5.370	5.370	23.780	✓
				3.230			
	7.830						
SHAKE	6.150	6.150	29.930	✓			60 D SPIKE
	4.470						

S.A. FEDERO  
 C.B. SALAZAR  
 A. FERNANDEZ

#03-77616  
 S.F.W.M.D

1/14/06

"SITE - L"  
 (ELEV. CONT)

BM

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	DESC
WELL SM-1085				6.840 5.195 3.550	5.195	24.735	✓	TOP OF PIPE "STEEL" M-1085
7 SHAKE	7.080 5.435 3.790	5.435	30.170	✓				" "
DISC SM-1085				6.680 5.035 3.390	5.035	25.135	✓	SET S.F.W.M.D DISC STAMPED M-1085 2006
7 SHAKE	5.935 4.295 2.655	4.295	29.430	✓				" "
STP#9				7.330 5.645 3.960	5.645	23.785	✓	60 D SPIKE
7 SHAKE	7.010 4.870 2.730	4.870	28.655	✓				60 D SPIKE
STP#10				5.520 3.386 1.240	3.386	25.275	✓	60 D SPIKE
7 SHAKE	6.380 4.300 2.220	4.300	29.575	✓				60 D SPIKE
STP#11				7.020 5.160 3.300	5.160	24.415	✓	60 D SPIKE



S, SAME

S, CREW

#03-77616

S.F.W.M.D

1/4/06

"SITE - L"

(ELEV. CONT)

S	STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	DESC
		7.060							
S	SHAKE	4.840	4.840	29.255	✓				60 D SPIKE
		2.620							
					6.670				
7	TP#12				4.670	4.670	24.585	✓	60 D SPIKE
					2.670				
		7.220							
S	SHAKE	5.120	5.120	29.705	✓				60 D SPIKE
		3.020							
					6.050				
7	TP#13				4.060	4.060	25.645	✓	60 D SPIKE
					2.070				
		5.530							
S	SHAKE	3.430	3.430	29.075	✓				60 D SPIKE
		1.330							
					5.830				
7	TP#14				3.790	3.790	25.285	✓	60 D SPIKE
					1.750				
		7.720							
S	SHAKE	5.590	5.590	30.875	✓				60 D SPIKE
		3.460							
					5.550				
7	TP#15				3.010	3.010	27.865	✓	60 D SPIKE
					0.470				
		11.640							
S	SHAKE	9.685	9.685	37.550	✓				60 D SPIKE
		7.130							

SAME

#03-77616

CREW

S.F.W.M.D.

1/4/06

"SITE - L"

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	ELEV	DESC
				6.590			
TP#16				4.990	4.990	32.560	✓ CUT NL
				3.390			
	4.975						
SHAKE	3.425	3.425	35.985	✓			CUT NL
	1.875						
				4.910			
TP#17				3.460	3.460	32.525	✓ CUT NL
				2.010			
	5.550						
SHAKE	4.230	4.230	36.755	✓			CUT NL
	2.910						
				5.060			
TP#18				3.690	3.690	33.065	✓ CUT NL
				2.320			
	4.450						
SHAKE	3.030	3.030	36.095	✓			CUT NL
	1.610						
				6.050			
TP#19				4.540	4.540	31.555	✓ CUT NL
				3.030			
	5.095						
SHAKE	3.875	3.875	35.430	✓			CUT NL
	2.655						
				5.740			
TP#20				4.120	4.120	31.310	✓ CUT NL
				2.500			



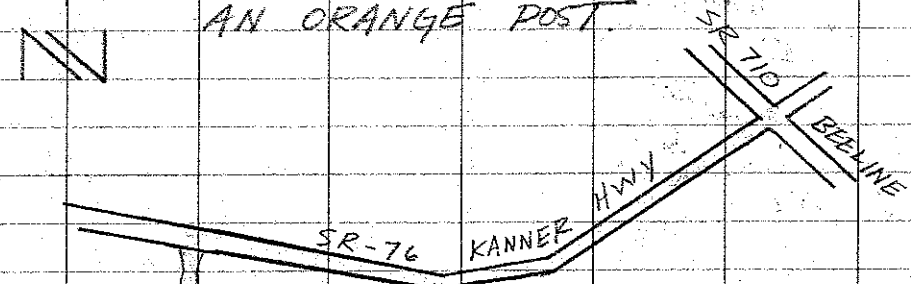
SAME  
CREW

#03-77616  
S.F.W.M.D

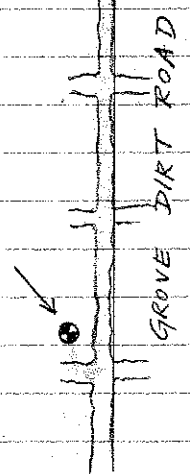
1/4/06

(SITE - L  
DESCRIPTION)

DIRECTIONS - FROM THE INTERSECTION OF  
SR-710 AND SR-76 TRAVEL  
WEST ON SR-76 FOR 1.8 MILES  
TO THE ENTRANCE OF CONSOLIDATED  
CITRUS GROUP GROVE. TURN LEFT  
AND TRAVEL SOUTH ON THE DIRT  
RD, THROUGH THE GROVE FOR  
1.1 MILES ON THE EAST SIDE  
OF THE IRRIGATION DITCH. THE  
WELL IS ON THE WEST SIDE  
OF THE DITCH AT THE BASE OF  
AN ORANGE POST.

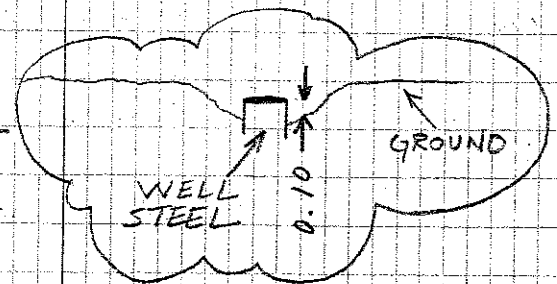


WELL  
M-1085

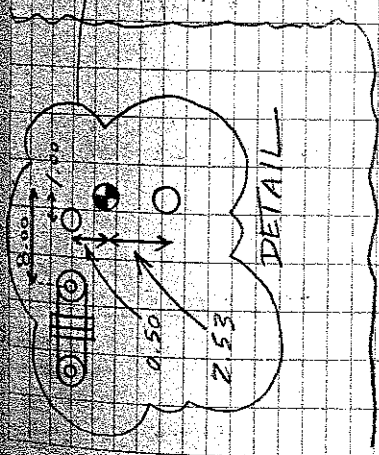
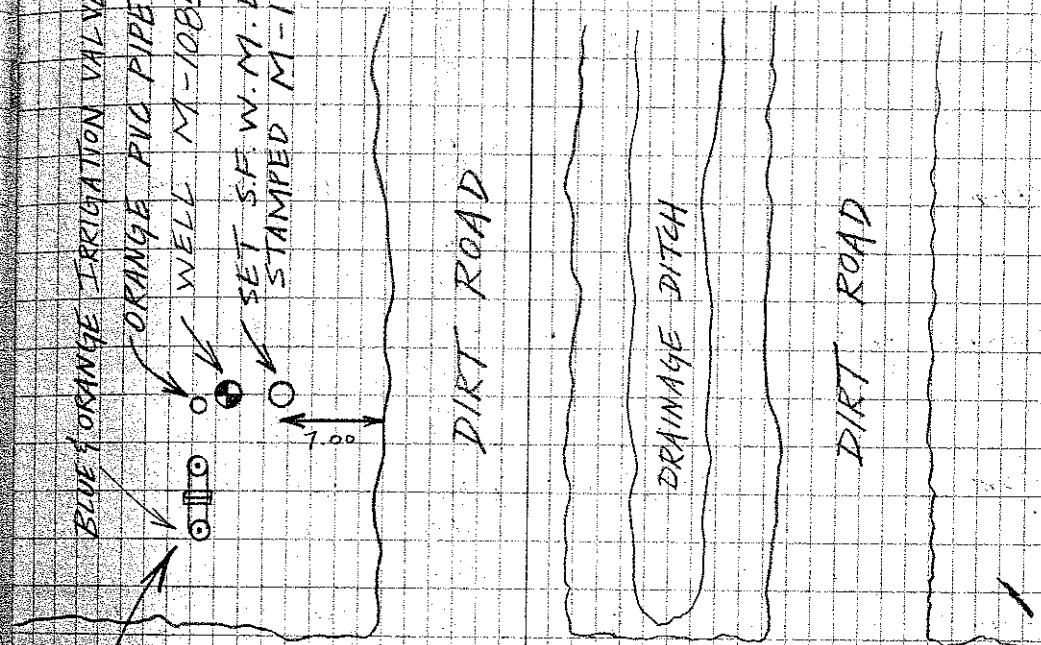


2564/15  
SKETCH OF WELL SITE M-1085

SIDE  
VIEW  
DETAIL



BLUE ORANGE IRRIGATION VALVE  
ORANGE PVC PIPE  
WELL M-1085  
SET S.F.W.M.D DISC  
STAMPED M-1085 2006



DIRT ROAD

DRAINAGE DITCH

DIRT ROAD

DIRT ROAD

A. FEDERO  
T. LOPEZ  
A. SANTANA

#03-77616  
S.F.W.M.D.

"SITE-M"

1/5/06

( ESTABLISH  
ELEV. ON WELLS  
M-1244 M-1245 )

BM

STA	BS	MEAN HI	FS	MEAN ELEV	ELEV
	6.820				✓
BM	4.910	4.910	29.78 ✓		24.87
	3.000		5.060		
TP#1			2.985	2.985	26.795 ✓
			0.910		
	6.700				
SHAKE	4.400	4.400	31.195 ✓		
	2.100				
			6.830		
TP#2			4.630	4.630	26.565 ✓
			2.430		
	6.880				
SHAKE	4.855	4.855	31.420 ✓		
	2.830				
			6.270		
TP#3			4.325	4.325	27.095 ✓
			2.300		
	6.510				
SHAKE	4.675	4.675	31.770 ✓		
	2.840				
			6.400		
TP#4			4.650	4.650	27.120 ✓
			2.900		
	7.380				
SHAKE	4.600	4.600	31.72 ✓		
	1.820				

DESC

NGS# AJ8247 (M522) NAVD 88  
FLANGE ENCASED ROD  
STAMPED M522 2001 CERP

CUT NL & TT

CUT NL & TT

CUT NL & TT

CUT NL & TT

CUT NL & TT

CUT NL & TT

CUT NL & TT

CUT NL & TT

SAME  
CREW#03-77616  
S.F.W.M.D

1/5/06

"SITE-M"

(ELEV. CONT)

BM

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	DESC
				7.380				
TP#5				4.980	4.980	26.740	✓	CUT NL & TT
				2.580				
	9.240							
SHAKE	6.610	6.615	33.355	✓				CUT NL & TT
	3.990							
				2.110				
TP#6				1.100	1.100	32.255	✓	80 D SPK
				0.09				
	8.680							
SHAKE	8.000	8.000	40.255	✓				80 D SPK
	7.320							
				11.780				
TP#7				9.950	9.950	30.305	✓	CUT NL & TT
				8.120				
	7.140							
SHAKE	5.040	5.040	35.345	✓				CUT NL & TT
	2.940							
				4.300				
TP#8				2.280	2.280	33.065	✓	CUT NL & TT
				0.260				
	7.580							
SHAKE	5.875	5.875	38.940	✓				CUT NL & TT
	4.170							
				6.670				
TP#9				5.090	5.090	33.850	✓	CUT NL & TT
				3.510				

SAME #03-77616  
CREW S.F.W.M.D.

1/5/06 "SITE-M"  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	BM ELEV	DESC
	6.850						
SHAKE	5.305	5.305	39.155	✓			CUT NL & TT
	3.760						
				5.150			
TBM#1				4.970	4.970	34.185	✓ SET MAG NL & W IN FRONT OF WELL M-1244 IN ASPH.
				4.790			
	4.940						
SHAKE	4.760	4.760	38.945	✓			" "
	4.580						
				4.885			
TBM#2				4.720	4.720	34.225	✓ SET MAG NL & W IN FRONT OF WELL M-1245 IN ASPH.
				4.555			
	5.700						
SHAKE	5.185	5.185	39.410	✓			" "
	4.670						
				6.760			
TP#10				5.570	5.570	33.840	✓ CUT NL & TT
				4.380			
	6.340						
SHAKE	4.770	4.770	38.610	✓			CUT NL & TT
	3.200						
				7.250			
TP#11				5.555	5.555	33.055	✓ CUT NL & TT
				3.860			
	4.210						
SHAKE	2.190	2.190	35.245	✓			CUT NL & TT
	0.170						

SAME  
CREW

#03-77616  
S.F.W.M.D.

1/5/06

"SITE - M"

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	BM
TP#12				7.040 4.955 2.870	4.955	30.29	✓	
SHAKE	10.670 8.770 6.870	8.770	39.060	✓				
TP#13				7.425 6.815 6.205	6.815	32.245	✓	
SHAKE	2.250 1.230 0.210	1.230	33.475	✓				
TP#14				8.410 6.490 4.570	6.490	26.985	✓	
SHAKE	5.960 4.535 3.110	4.535	31.520	✓				
TP#15				5.750 4.320 2.890	4.320	27.200	✓	
SHAKE	5.420 4.615 2.810	4.615	31.815	✓				
BM				6.860 5.830 4.800	5.830	25.985	25.960	✓

ERR = 0.025

DESC

CUT NL S, T

CUT NL S, T

80 D SPIKE

80 D SPIKE

CUT NL

CUT NL

CUT NL

CUT NL

NGS # A58246 (L522) NAVD 88  
BRASS D IN CONC MON  
STAMPED L522 2001 CERP



SAME  
CREW

#03-77616  
S.F.W.M.D

1/5/06

"SITE - M"  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	BM ELEV	DESC
	4.320						
TBM#1	4.065 3.810	4.065	38.250	↓		34.185	MAG NL § W
WELL M-1244				6.300 5.940 5.580	5.940	32.310	TOP OF PIPE WELL M-1244 "PVC"
SHAKE	5.920 5.555 5.190	5.555	37.865	↓			" "
WELL M-1245				4.820 4.485 4.150	4.485	33.385	TOP OF PIPE WELL M-1245 "PVC"
SHAKE	5.280 4.950 4.620	4.950	38.330	↓			" "
DISC M-1244				4.980 4.675 4.370	4.675	33.655	SET S.F.W.M.D DISC STAMPED M-1244 2006
SHAKE	4.560 4.255 3.950	4.255	37.910	↓			" "
TBM#2				3.905 3.685 3.465	3.685	34.225	MAG NL § W
						34.225	ERR = 0.000

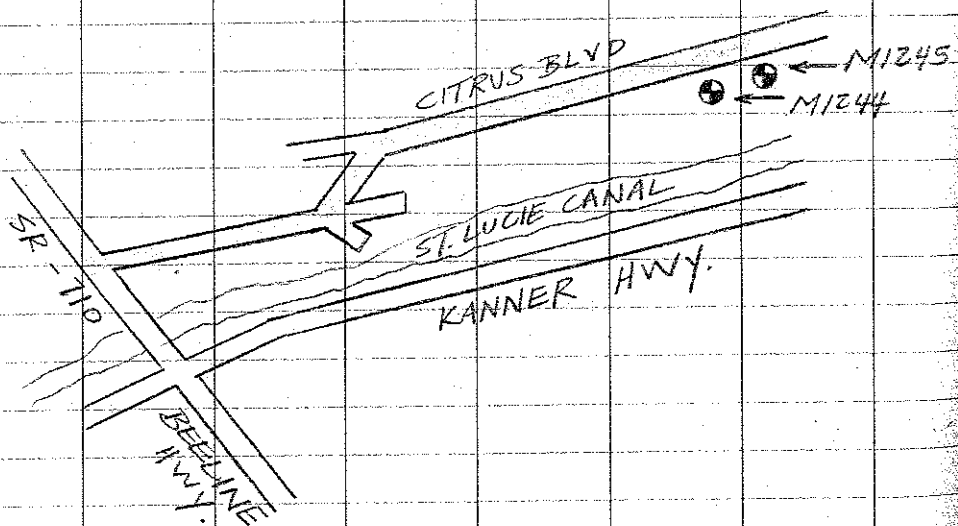
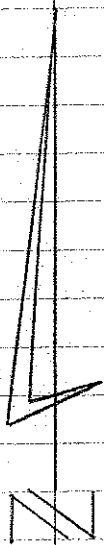
SAME  
CREW

#03-77616  
S.F.W.M.D.

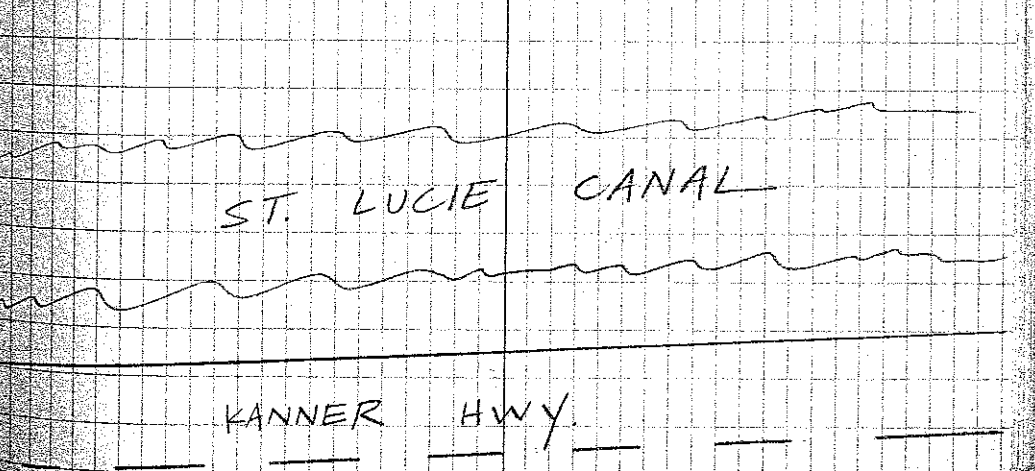
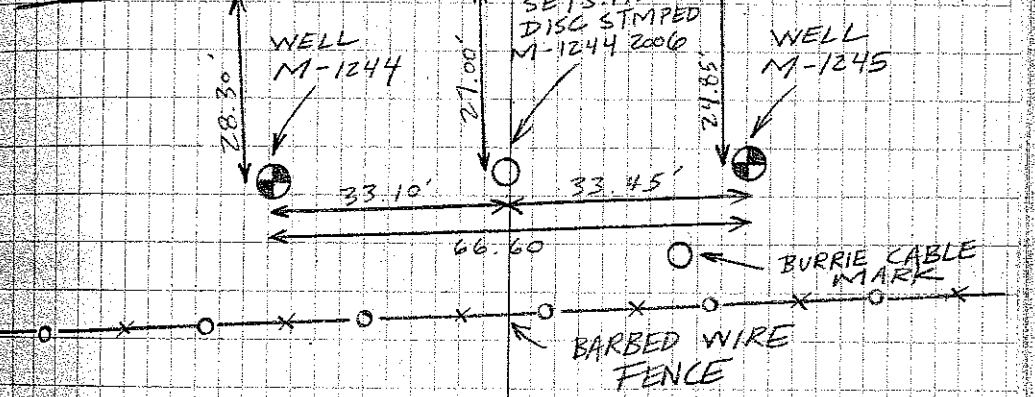
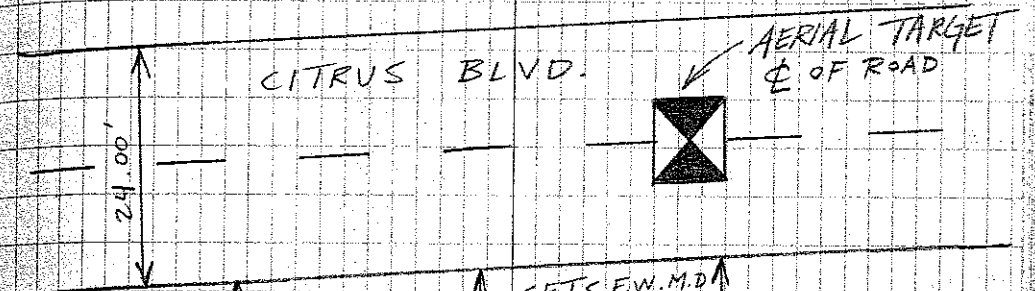
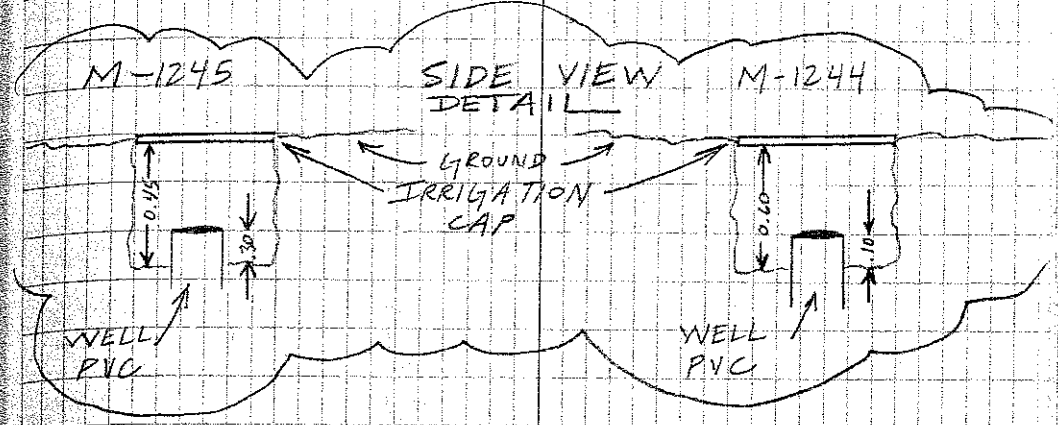
1/5/06

(SITE-M  
DESCRIPTION)

DIRECTIONS - BY INDIANTOWN FROM THE  
INTERSECTION OF SR-710  
AND CITRUS BLVD. SR-726  
TRAVEL EAST ON CITRUS  
BLVD FOR 4 MILES. THE  
WELLS ARE ON THE RIGHT SIDE  
THE SOUTHERN ROADSIDE  
EASEMENT ALONG FENCE  
LINE ABOUT 0.3 MILES EAST  
OF DRAINAGE CANAL BRIDGE.



2564 / 21  
SKETCH OF WELL SITE M-1244, M-1245



SAME  
CREW

#03-77616  
S.F.W.M.D.

1/5/06

"SITE-N"

(ESTABLISH ELEV  
ON WELL SITE  
M-1236, M-1273)

STA	BS	MEAN	HJ	FS	MEAN ELEV.	BM ELEV
	6.810					
BM	5.425	5.425	29.305	✓		23.88
	4.040					
TP#1				7.450		
				5.480	5.480	23.825
				3.510		
	6.630					
SHAKE	4.620	4.620	28.445	✓		
	2.610					
TP#2				6.940		
				4.850	4.850	23.595
				2.760		
	7.200					
SHAKE	5.000	5.000	28.595	✓		
	2.800					
TP#3				8.640		
				6.550	6.550	22.045
				4.460		
	7.310					
SHAKE	5.350	5.350	27.395	✓		
	3.390					
TP#4				4.980		
				3.280	3.280	24.115
				1.580		
	7.720					
SHAKE	5.580	5.580	29.695	✓		
	3.440					

DESC  
NGS# AJ5250 (GCY DOB) NAVD 88  
BRASS I.D. IN CONC. MON.  
STAMPED GCY DOB 2001

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

SAME  
CREW

#03-77616  
S.F.W.M.D

1/5/06

"SITE-N"

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV.	ELEV.	DESC
				7.020				
TP#5				4.965	4.965	24.730	✓	CUT NL
				2.910				
	6.590							
SHAKE	4.995	4.995	29.725	✓				CUT NL
	3.400							
				6.750				
TP#6				4.920	4.920	24.805	✓	CUT NL
				3.090				
	6.530							
SHAKE	4.920	4.920	29.725	✓				CUT NL
	3.310							
				6.930				
TBM#1				5.080	5.080	24.645	✓	MAG NL & TT
				3.236				
	6.575							
SHAKE	4.725	4.725	29.370	✓				MAG NL & TT
	2.875							
				6.320				
TBM#2				4.810	4.810	24.560	✓	MAG NL & TT
				3.300				
	6.750							
SHAKE	5.240	5.240	29.800	✓				MAG NL & TT
	3.730							
				6.610				
TP#7				5.000	5.000	24.800	✓	CUT NL
				3.390				

SAME  
CREW

#03-77616  
S.F.W.M.D.

1/5/06

"SITE-N"  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV	DESC
SHAKE	6.680 4.845 3.010	4.845	29.645	✓				CUT NL
TP#8				6.510 4.920 3.330	4.920	24.725	✓	CUT NL
SHAKE	6.420 4.810 3.200	4.810	29.535	✓				CUT NL
TP#9				8.020 5.430 2.840	5.430	24.105	✓	CUT NL
SHAKE	4.840 2.920 1.000	2.920	27.025	✓				CUT NL
TP#10				6.710 4.970 3.230	4.970	22.055	✓	CUT NL
SHAKE	8.410 6.430 4.450	6.430	28.485	✓				CUT NL
TP#11				7.200 4.880 2.560	4.880	23.605	✓	CUT NL
SHAKE	6.375 4.415 2.455	4.415	28.020	✓				CUT NL

SAME  
CREW

#03-77616  
S.F.V.M.D.

1/5/06

" SITE - N "

( ELEV. CONT )

STA	BS	MEAN	HI	FS	MEAN ELEV.	BM ELEV	DESC
				6.330			
TP#12				4.190	4.190	23.830	CUT NL
				2.050			
	6.970						
SHAKE	5.330	5.330	29.160				CUT NL
	3.690						
				6.890			
TP#13				5.080	5.080	24.080	CUT NL
				3.270			
	7.150						
SHAKE	5.290	5.290	29.370				CUT NL
	3.430						
				6.650			
TP#14				4.530	4.530	24.840	CUT NL
				2.410			
	7.180						
SHAKE	4.760	4.760	29.600				CUT NL
	2.340						
				6.880			
TP#15				4.605	4.605	24.995	CUT NL
				2.330			
	6.190						
SHAKE	4.100	4.100	29.095				CUT NL
	2.010						

SAME  
CREW

#03-77616  
S.F.V.M.D

1/5/06

"SITE - N"

(ELEV. CONT)

STA	BS	MEAN HI	FS	MEAN ELEV	EM ELEV	DESC
TP#16			6.550 4.570 2.590	4.570	24.525	CUT NL
SHAKE	6.255 4.535 2.815	4.535	29.060			CUT NL
BM			7.175 6.565 5.955	6.565	22.495	NGS # AJ 5627 (X 516) NAVD 88 BRASS D. IN CONC. MON. STAMPED X 516 2001

ERR = 0.015

SAME  
CREW

#03-77616  
S.F.W.M.D

1/5/06

"SITE-N"

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV.	ELEV.	DESC.
	5.500							
BM#1	5.385	5.385	30.030	✓			24.645	MAG NL § W
	5.270							
WELL M-1236				6.930				
				6.625	6.625	23.405	✓	TOP OF PIPE M-1236 "PVC"
				6.326				
SHAKE	7.360							
	7.075	7.075	30.480	✓				" "
	6.790							
WELL M-1273				7.290				
				7.000	7.000	23.480	✓	TOP OF PIPE M-1273 "PVC"
				6.710				
SHAKE	7.550							
	7.260	7.260	30.740	✓				" "
	6.970							
DISC M-1236				7.510			✓	
				7.230	7.230	23.510	✓	SET S.F.W.M.D DISC STAMPED M-1236 2006
				6.950				
SHAKE	6.960							
	6.670	6.670	30.180	✓				" "
	6.380							
BM#2				5.965			✓	
				5.615	5.615	24.565	✓	MAG NL § W
				5.265			✓	
							ERR = 0.305	



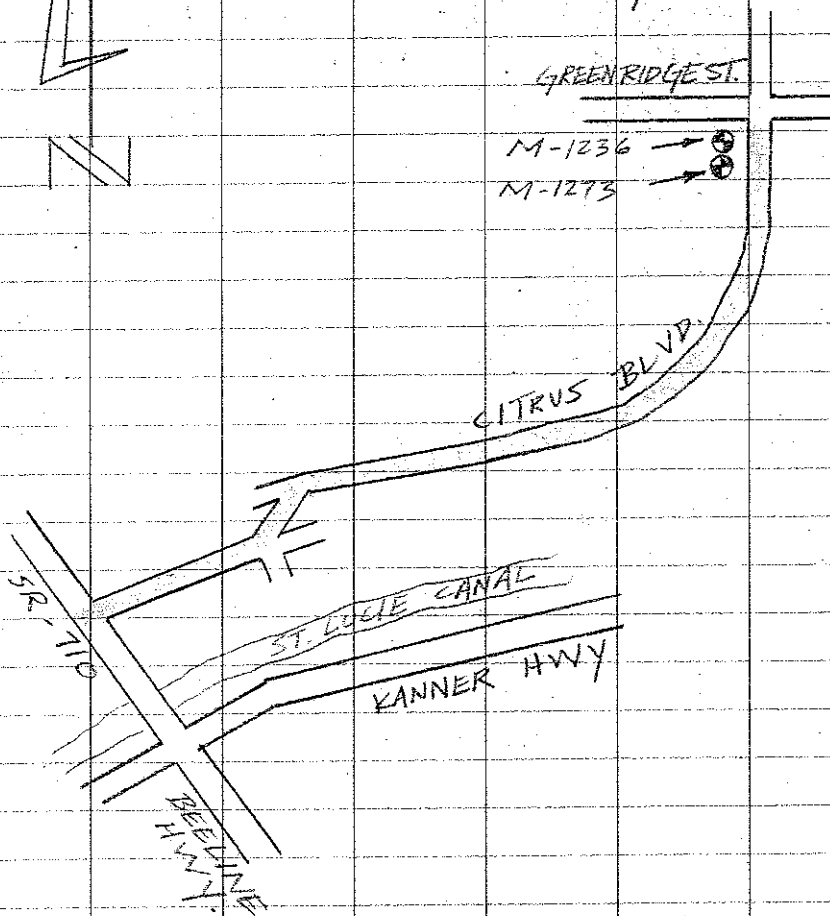
SAME  
CREW

1/5/06

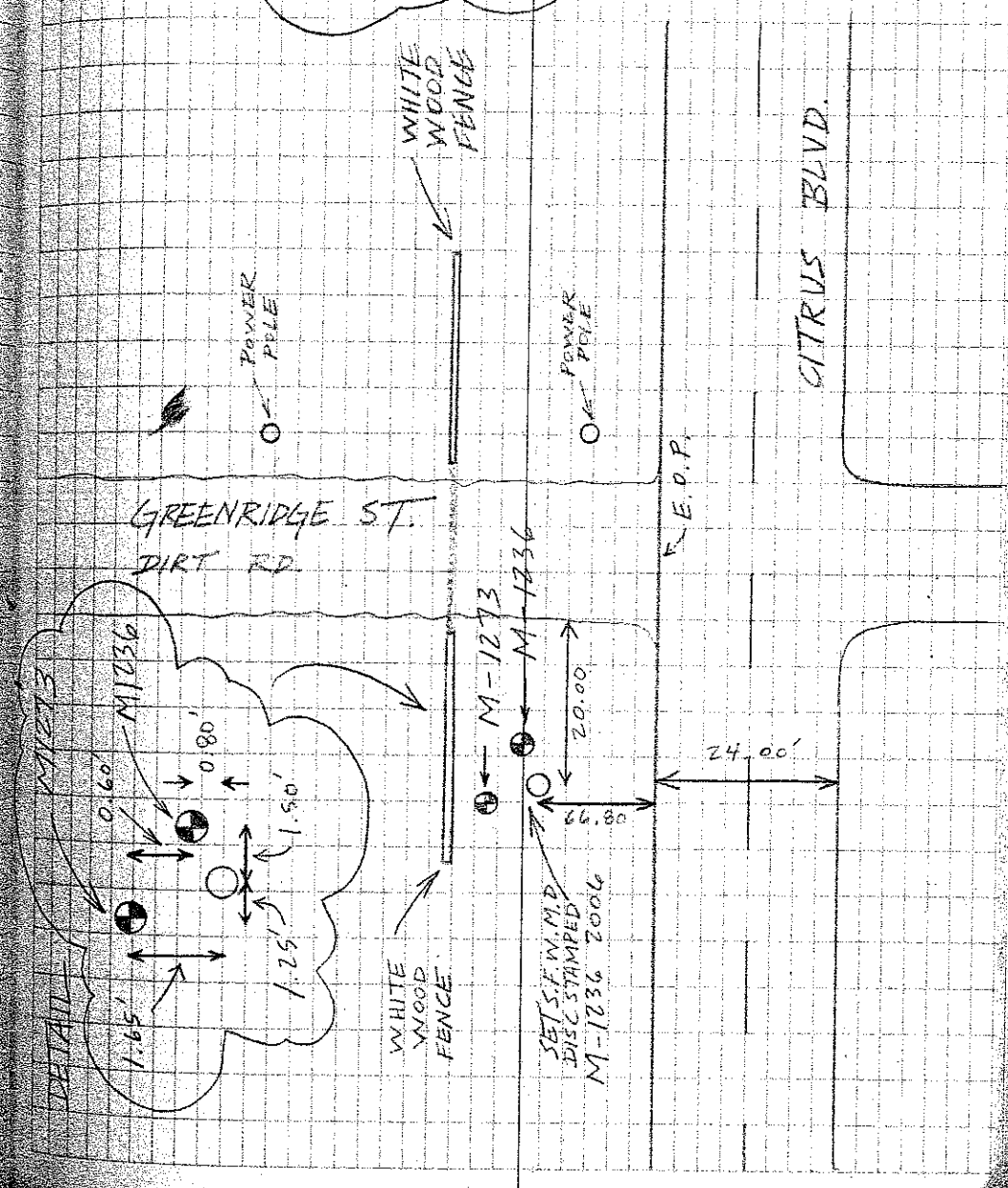
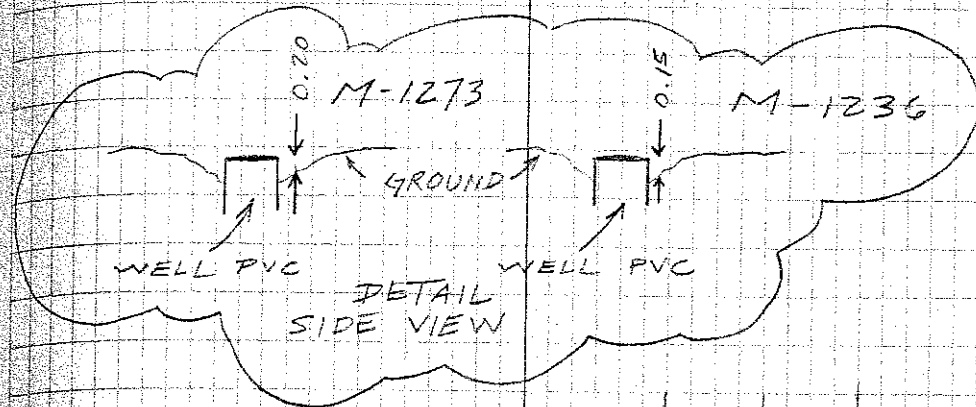
#03-77616  
S.F.W.M.D.

(SITE-N  
DESCRIPTION)

DIRECTIONS - BY INDIANTOWN FROM THE  
INTERSECTION SR-710 AND  
CITRUS BLVD. SR-726 TRAVEL  
EAST AND THEN NORTH ON  
CITRUS BLVD. FOR 9.9 MILES  
TO GREENRIDGE ST. THE WELLS  
ARE ON THE LEFT IN THE  
SOUTHWEST CORNER OF THE  
INTERSECTION ALONG WHITE FENCE.



2564 / 28  
SKETCH OF WELL SITE M-1273, M1236



A. REDERO  
T. LOPEZ  
P. NAYLOR

#03-77616  
S.F.W.M.D

" SITE - 0 "

1/11/06

( ESTABLISH  
ELEV. ON WELL  
M-1274 )

STA	BS	MEAN	HI	FS	MEAN ELEV	ELEV	BM
	8.640						
BM	7.180	7.180	28.480	✓		21.30	
	5.720						
				10.050			
DISC M-1274				7.910	7.910	20.570	✓
				5.770			
	9.420						
SHAKE	7.580	7.580	28.150	✓			
	5.740						
				8.420			
WELL M-1274				7.110	7.110	21.040	✓
				5.800			
	8.260						
SHAKE	7.025	7.025	28.065	✓			
	5.790						
				2.890			
TP#1				1.680	1.680	26.385	✓
				0.470			
	12.590						
SHAKE	11.725	11.725	38.110	✓			
	10.860						
				1.285			
TP#2				0.755	0.755	37.355	✓
				0.225			

DESC  
NGS # AJ5629 (2516) N  
BRASS D. IN CONC. MON.  
STAMPED 2516 2001

SET S.F.W.M.D DISC STAMPED M-1274 2006

" " " "

TOP OF PIPE WELL M-1274 (PVC)

" " " "

CUT NL

CUT NL

CUT NL

SAME  
CREW

#03-77616  
S.F.V.M.D

1/11/06

"SITE - 0"

(ELEV. CONT.)

STA	BS	MEAN	HI	FS	MEAN ELEV	BM ELEV
	12.480					
SHAKE	11.710	11.710	49.065	✓		
	10.940					
				2.790		
TP#3				2.180	2.180	46.885 ✓
				1.570		
	7.120					
SHAKE	6.860	6.860	53.745	✓		
	6.600					
				1.910		
BM				1.570	1.570	52.175 ✓
				1.230		52.19 ✓

ERR = 0.015 ✓

DESC

CUT NL

CUT NL

CUT NL

NGS # AC5386 (I-95 H 16) NAVD 88  
BRASS D. STAMPED BM I-95 H 16  
FOOT IN CONC GUARDRAIL OF  
BRIDGE

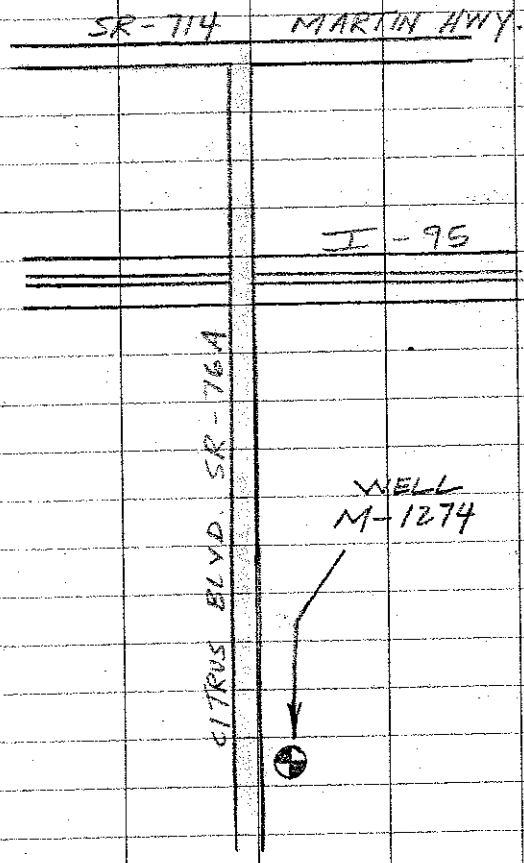
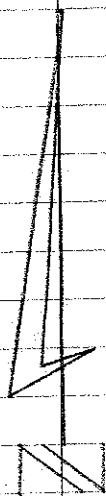
SAME  
CREW

1/11/06

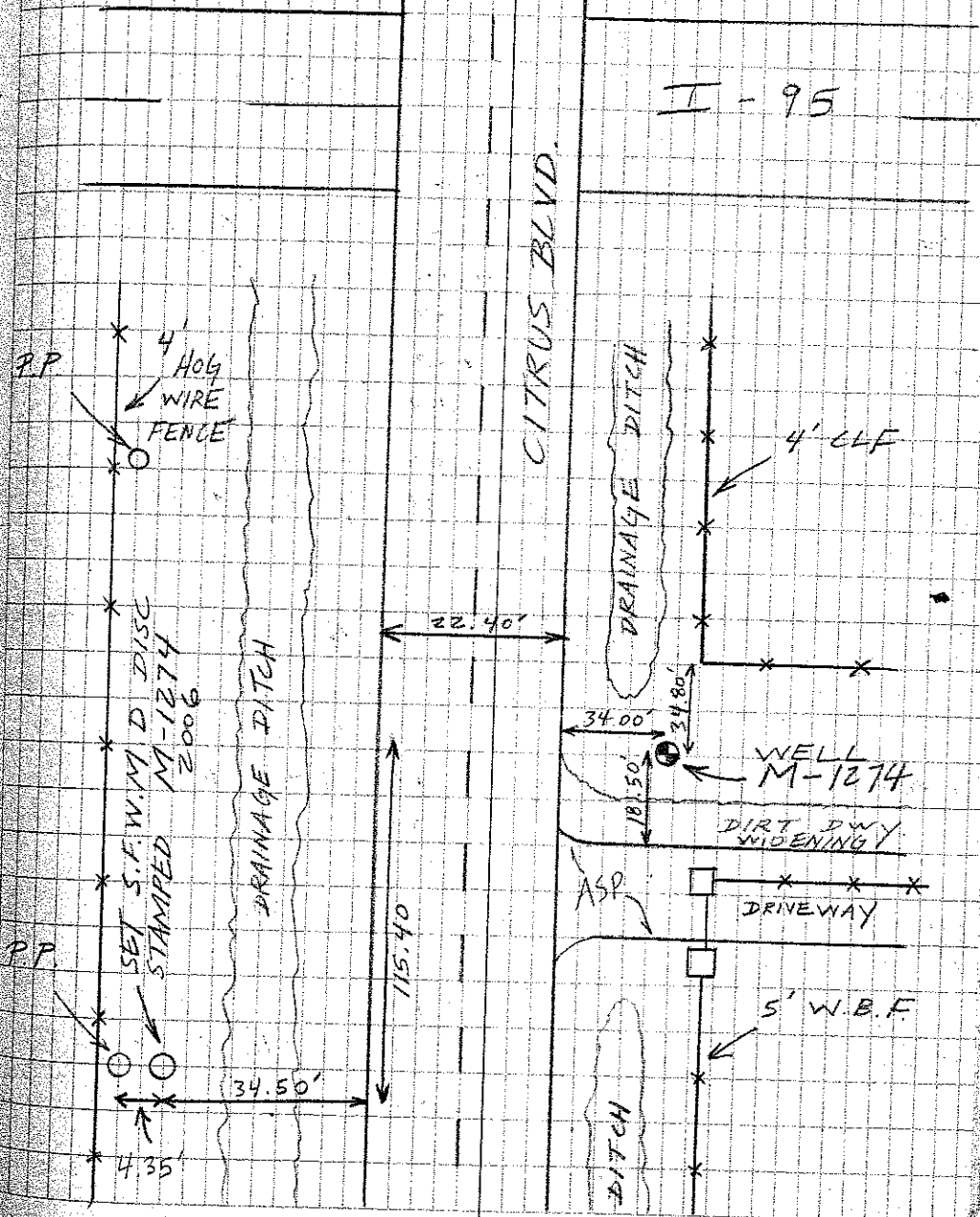
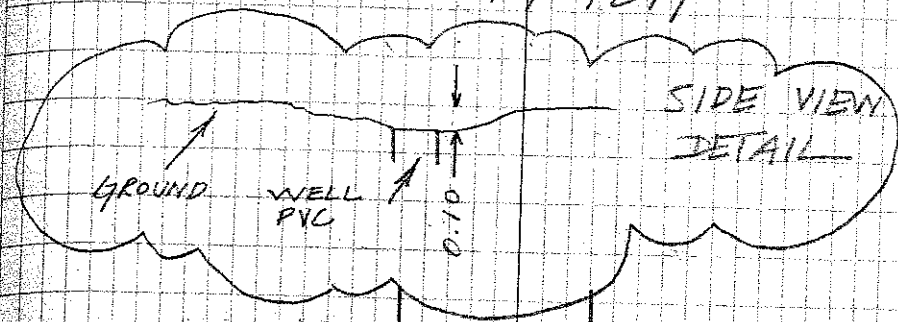
#03-77616  
S.F.W.M.D

(SITE - 0  
DESCRIPTION)

DIRECTIONS - FROM THE INTERSECTION OF  
SR-714 MARTIN HWY AND  
SR-76A CITRUS BLVD. TRAVEL SOUTH  
ON CITRUS BLVD. FOR 2.6 MILES.  
TO THE WELL (JUST PASS  
THE I-95 OVERPASS) ON THE  
LEFT SIDE OF THE  
RD. NEXT TO THE DRIVEWAY  
FOR HOUSE # 6807.



2564 / 31  
SKETCH OF WELL SITE M-1274



SAME  
CREW

#03-77616  
S.F.W.M.D

1/11/06

"SITE - P"

( ESTABLISH  
ELEV ON WELL  
M-1037 )

STA	BS	MEAN HI	FS	MEAN ELEV	B.M. ELEV
	8.920				
BM	7.980	7.980	36.550 ✓		28.57 ✓
	7.040				
TP#1			7.150		
			5.750	5.750	30.800 ✓
			4.350		
	6.480				
SHAKE	4.920	4.920	35.780 ✓		
	3.360				
			6.630		
TP#2			4.930	4.930	30.790 ✓
			3.230		
	6.520				
SHAKE	4.170	4.170	34.960 ✓		
	1.820				
			6.500		
TP#3			4.435	4.435	30.525 ✓
			2.370		
	7.240				
SHAKE	5.080	5.080	35.605 ✓		
	2.920				
			7.770		
TP#4			5.170	5.170	30.435 ✓
			2.570		
	7.380				
SHAKE	4.970	4.970	35.405 ✓		
	2.560				

DESC  
NGS # AJ 8518 (P543) NAVD 88  
FLANGE ENCASED ROD  
STAMPED P543 2001 CERP

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

SAME  
CREW

#03-77616  
S.F.W.M.D

1/11/06

"SITE - P"  
(ELEV. CONT.)

BM

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV
				7.060			
TP#5				4.955	4.955	30.450	✓
				2.850			
	6.810						
SHAKE	4.455	4.455	34.905				✓
	2.100						
				6.635			
TP#6				4.555	4.555	30.350	✓
				2.475			
	6.730						
SHAKE	4.695	4.695	35.045				✓
	2.660						
				6.700			
TP#7				4.650	4.650	30.395	✓
				2.600			
	6.720						
SHAKE	4.665	4.665	35.060				✓
	2.610						
				6.570			
TP#8				4.770	4.770	30.290	✓
				2.970			
	7.430						
SHAKE	5.620	5.620	35.910				✓
	3.810						

DESC  
CUT NL  
CUT NL  
CUT NL  
CUT NL  
CUT NL  
CUT NL  
CUT NL

SAME  
CREW.

#03-77616  
S.F.W.M.D

1/11/06

" SITE - P "  
(ELEV. CONT)

STA	BS	MEAN HI	FS	MEAN ELEV	B.M. ELEV.	DESC
DISC M-1037			8.910 7.370 5.830	7.370	29.540 ✓	SET S.F.W.M.D DISC STAMPED M-1037 2006
SHAKE	6.440 5.285 4.130	5.285	33.825 ✓			" "
WELL M-1037			6.030 4.640 3.250	4.640	29.185 ✓	TOP OF PIPE WELL M-1037 "PVC"
SHAKE	7.320 5.525 3.730	5.525	34.710 ✓			" "
TP#9			6.230 4.420 2.610	4.420	30.290 ✓	CUT NL
SHAKE	6.540 4.740 2.940	4.74	35.030 ✓			CUT NL
TP#10			6.690 4.635 2.580	4.635	30.395 ✓	CUT NL
SHAKE	6.610 4.560 2.510	4.560	34.955 ✓			CUT NL
TP#11			6.630 4.600 2.570	4.600	30.355 ✓	CUT NL

SAME  
CREW  
1/11/06

#03 - 77616  
S.F.W.M.D  
" SITE - P "  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	BM ELEV	DESC	
	6.555							
SHAKE	4.475 2.395	4.475	34.830	✓			CUT NL	
TP#12				6.730 4.380 2.030	4.380	30.450	✓	CUT NL
SHAKE	6.890 4.780 2.670	4.780	35.230	✓			CUT NL	
TP#13				7.200 4.785 2.370	4.785	30.445	✓	CUT NL
SHAKE	7.655 5.045 2.435	5.045	35.490	✓			CUT NL	
TP#14				7.100 4.950 2.800	4.950	30.540	✓	CUT NL
SHAKE	6.385 4.315 2.245	4.315	34.855	✓			CUT NL	
TP#15				6.400 4.050 1.700	4.050	30.805	✓	CUT NL
SHAKE	6.690 4.980 3.270	4.980	35.785	✓			CUT NL	



A. REDERO  
T. LOPEZ  
A. FERNANDEZ

#03-77616  
S.F.W.M.D.

"SITE - P"

1/12/06

(ELEV. CONT)

BM

STA	BS	MEAN	HI	FS	MEAN ELEV	ELEV	DESC
TP#16				6.530 4.970 3.410	4.970	30.815	✓ CUT NL
SHAKE	7.160 5.770 4.380	5.770	36.585				✓ CUT NL
TP#17				5.810 3.780 1.750	3.780	32.905	✓ CUT NL
SHAKE	8.260 6.480 4.700	6.480	39.285				✓ CUT NL
TP#18				4.665 3.125 1.585	3.125	36.16	✓ CUT NL
SHAKE	6.985 5.245 3.505	5.245	41.405				✓ CUT NL
TP#19				8.710 7.070 5.430	7.070	34.335	✓ CUT NL
SHAKE	16.440 15.460 14.480	15.460	49.795				✓ CUT NL

SAME  
CREW.

#03-77616  
S.F.W.M.D

"SITE-P"

1/12/06

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	BM
				3.520				
TA#20				2.400	2.400	47.395	✓	
				1.280				
	15.960							
SHAKE	14.770	14.770	62.165	✓				
	13.580							
				4.565			✓	
BM				2.355	2.355	59.810	59.780	✓
				0.145				
								ERR=0.030 ✓

DESC  
CUT NL

CUT NL

I95 85 A06 RM1

NGS # AF 7158. (A06) NAVD 88  
FDOT BRASS D. IN CONC GUARDRAIL  
STAMPED I-95 85 A06 RM 1

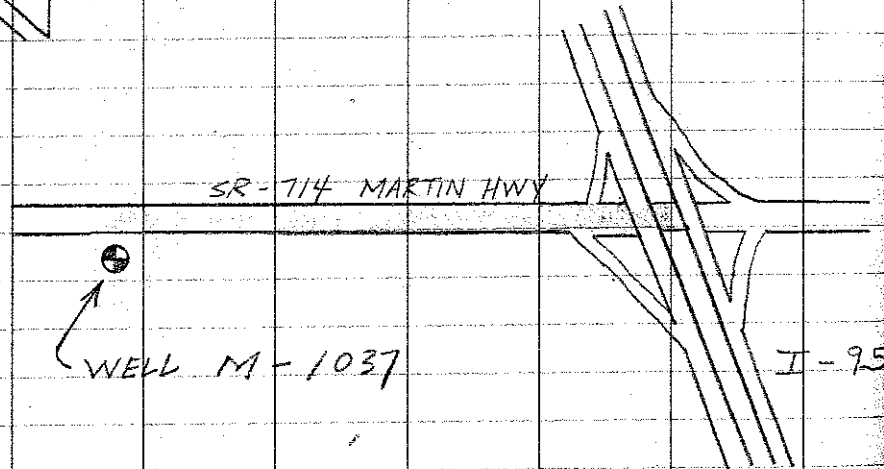
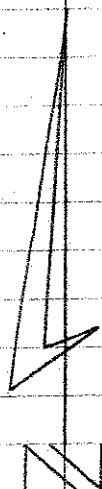
SAME  
CREW.

#03-77616  
S.F.W.M.D

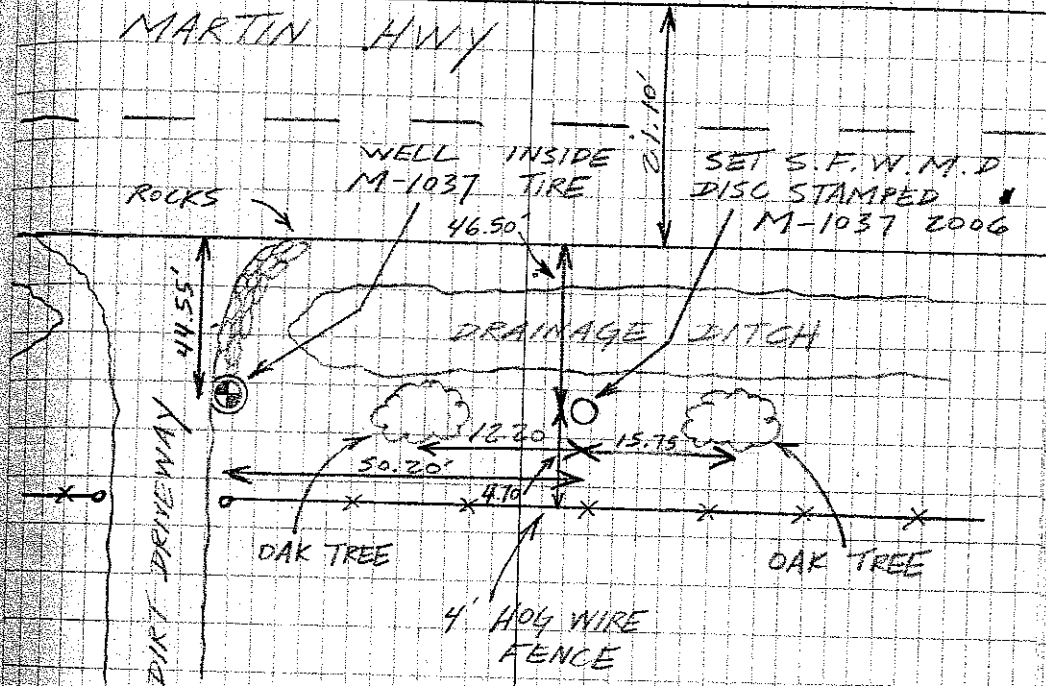
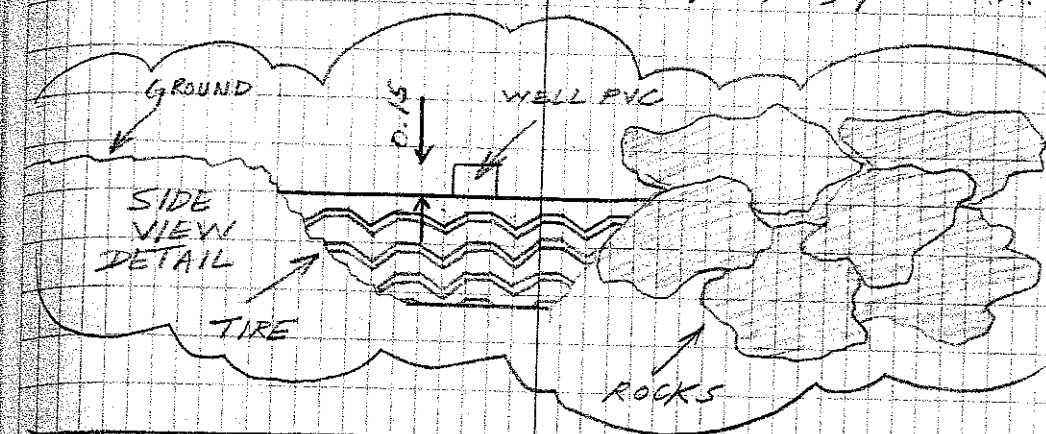
1/12/06

(SITE - P  
DESCRIPTION)

DIRECTIONS - FROM THE INTERSECTION OF  
I-95 AND SR-714 MARTIN  
HWY TRAVEL WEST ON  
SR-714 FOR 1.7 MILES.  
TO THE WELL ON THE  
LEFT SIDE OF THE RD.  
NEXT TO THE DRIVEWAY  
FOR HOUSE # 12100



2564/38  
SKETCH FOR WELL SITE M-1037



SAME . #03-77616  
CREW . S.F.W.M.D

1/12/06 " SITE - Q "

( ESTABLISH  
ELEV ON  
WELL M-1248 )

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	BM
	3.560							
BM	3.060	3.060	46.440	✓			43.38	
	2.560							
TP#1				17.600				
				17.010	17.010	29.430	✓	
				16.420				
	6.700							
SHAKE	5.315	5.315	34.745	✓				
	3.930							
TP#2				6.700				
				5.240	5.240	29.505	✓	
				3.780				
	6.500							
SHAKE	4.975	4.975	34.480	✓				
	3.450							
TP#3				6.890				
				5.310	5.31	29.170	✓	
				3.730				
	7.200							
SHAKE	5.760	5.760	34.930	✓				
	4.320							
TP#4				6.640				
				5.120	5.120	29.810	✓	
				3.600				
	6.210							
SHAKE	4.575	4.575	34.385	✓				
	2.940							

I 95 85 ALL  
NGS# AF7173 (A11) NAVD 88  
FOOT BRASS D. IN CONC MON.  
STAMPED I 95 85 ALL

CUT NL

CUT NL

60 D SPIKE

60 D SPIKE

60 D SPIKE

60 D SPIKE

60 D SPIKE

60 D SPIKE

SAME  
CREW

#03-77616  
S.F.W.M.D.

1/12/06

" SITE - Q "

(ELEV. CONT)

STA	BS	MEAN HI	FS	MEAN ELEV	ELEV	BM	DESC
			6.580				
TP# 5			4.970	4.970	29.415	✓	60 D SPIKE
			3.360				
	6.500						
SHAKE	5.685	5.685	35.100	✓			60 D SPIKE
	4.870						
			5.640				
DISC M-1248			4.930	4.930	30.170	✓	SET S.F.W.M.D DISC STAMPED M-1248 2006
			4.220				
	5.980						
SHAKE	5.270	5.270	35.440	✓			"
	4.560						
			5.890				
WELL M-1248			5.185	5.185	30.255	✓	TOP OF PIPE WELL M-1248 (PVC)
			4.480				
	5.590						
SHAKE	4.880	4.880	35.135	✓			"
	4.170						
			6.540				
TP# 6			5.720	5.720	29.415	✓	60 D SPIKE
			4.900				
	6.530						
SHAKE	4.920	4.920	34.335	✓			60 D SPIKE
	3.310						
			6.160				
TP# 7			4.525	4.525	29.810	✓	60 D SPIKE
			2.890				

SAME  
CREW #03-77616  
S.F.W.M.D

1/12/06 " SITE - Q "  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	BM ELEV	DESC
	6.655						
SHAKE	5.130	5.130	34.940	✓			60 D SPIKE
	3.605						
TP#8				7.210			
				5.770	5.770	29.170	✓
				4.330			
	6.920						
SHAKE	5.340	5.340	34.510	✓			60 D SPIKE
	3.760						
TP#9				6.510			
				4.990	4.990	29.520	✓
				3.470			
	6.780						
SHAKE	5.320	5.320	34.840	✓			60 D SPIKE
	3.860						
TP#10				6.770			
				5.390	5.390	29.450	✓
				4.010			
	18.060						
SHAKE	17.465	17.465	46.915	✓			60 D SPIKE
	16.870						
BM				0.750			
				0.420	0.420	46.495	46.47
				0.090			
							ERR = 0.025

I 95 BS ALL RMI  
NGS # AF 7174 (ALL RMI) NAVD 88  
FDOT BRASS D. IN CONC. GUARDRAIL  
STAMPED I 95 BS ALL RM No. 1

SAME  
CREW

1/12/06

#03-77616  
S.F.W.M.D

(SITE - Q  
DESCRIPTION)

DIRECTIONS - FROM THE INTERSECTION OF  
SR-714 MARTIN HWY AND  
SR-76A CITRUS BLVD TRAVEL  
WEST ON MARTIN HWY FOR  
3.9 MILES TO THE ENTRANCE  
OF COBBLESTONE. CHECK IN AT  
SECURITY GATE AND FOLLOW  
THE ROAD NORTH FOR 3.3 MILES  
TO THE BOAT RAMP. THE WELL  
IS EAST OF THE BOAT RAMP ON  
THE OTHER SIDE OF THE FENCE.

C-23 CANAL

BOAT  
RAMP

WELL  
M-1248

STUART WEST  
BLVD.

I-95

MARTIN HWY SR-714

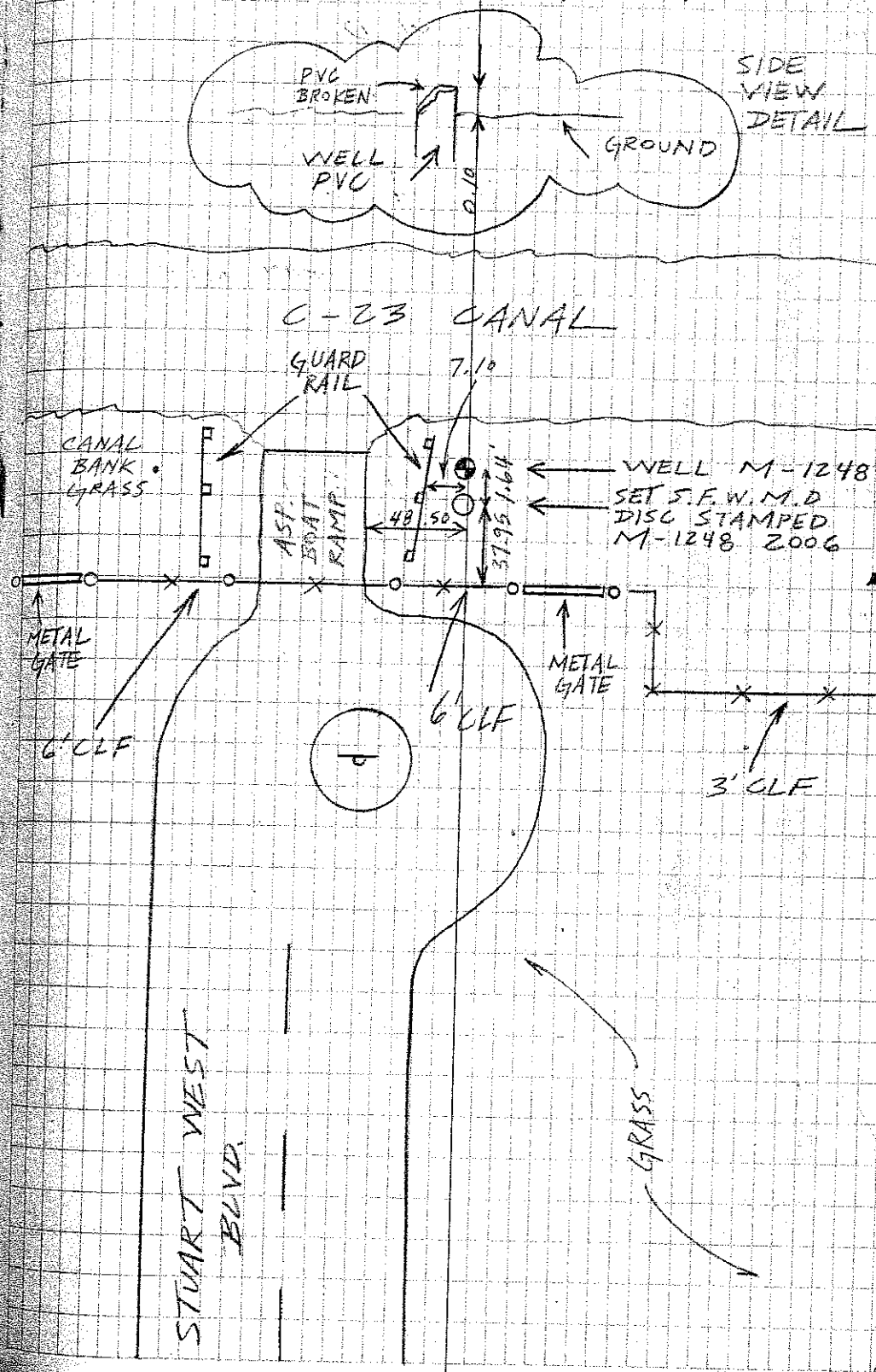
SR-76A

CITRUS BLVD

SKETCH OF WELL SITE

M-1248

2564/42



A. REDERO  
T. LOPEZ  
A. FERNANDEZ

#03-77616  
S.F.W.M.D

"SITE-R"

1/13/06

(ESTABLISH  
ELEV ON WELL  
M-1267)

BM

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV
	4.490						
BM	3.985	3.985	9.625	✓			5.670 ✓
	3.480						
TP#1				7.210			
				5.170	5.170	4.455	✓
				3.130			
	6.850						
SHAKE	5.125	5.125	9.580	✓			
	3.400						
TP#2				7.830			
				5.940	5.940	3.640	✓
				4.080			
	6.550						
SHAKE	4.615	4.615	8.255	✓			
	2.680						
TP#3				6.080			
				4.350	4.350	3.905	✓
				2.640			
	7.225						
SHAKE	5.475	5.475	9.380	✓			
	3.725						
TP#4				9.110			
				7.090	7.090	2.290	✓
				5.070			
	8.410						
SHAKE	6.920	6.92	9.210	✓			
	5.430						

DESC

NGS # A55614 (SLR 300) NAVD88  
BRASS I. IN CONC OF FISHING PIER  
STAMPED SLR 300 JAX 1992

CVT NL

CVT NL

CVT NL

CVT NL

CVT NL

CVT NL

CVT NL



SAME  
CREW

#03-17616  
S.F.V.M.D

1/13/06

"SITE - R"

(ELEV. CONT)

BM

ELEV

DESC

STA BS MEAN HI FS MEAN ELEV

✓

TP# 5

7.350  
5.380 5.380 3.830  
3.410

CUT NL

SHAKE

4.090  
2.220 2.220  
0.350

6.050

✓

CUT NL

TP# 6

4.860  
2.870 2.870 3.180  
0.880

✓

CUT NL

SHAKE

7.910  
6.080 6.080  
4.250

9.260

✓

CUT NL

TP# 7

7.460  
5.785 5.785 3.475  
4.110

✓

CUT NL

SHAKE

7.000  
5.435 5.435  
3.870

8.910

✓

CUT NL

TBM# 1

7.450  
5.925 5.925 2.985  
4.400

✓

MAG NL & TI

SHAKE

7.740  
6.560 6.560  
5.380

9.545

✓

MAG NL & TI

TBM# 2

7.9050  
6.575 6.575 2.970  
5.245

✓

MAG NL & TI

SAME  
CREW

#03-77616  
S.F.W.M.D

1/13/06

"SITE - R"  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV.	BM ELEV.
	7.500					
SHAKE	5.825	5.825	8.795	✓		
	4.150					
TP#8				6.890		
				5.320	5.320	3.475
				3.750		✓
	7.380					
SHAKE	5.705	5.705	9.180	✓		
	4.030					
TP#9				7.830		
				6.000	6.000	3.180
				4.170		✓
	4.950					
SHAKE	2.960	2.960	6.140	✓		
	0.970					
TP#10				4.180		
				2.310	2.310	3.930
				0.440		✓
	7.180					
SHAKE	5.210	5.210	9.040	✓		
	3.240					
TP#11				8.230		
				6.745	6.745	2.295
				5.260		✓
	9.060					
SHAKE	7.045	7.045	9.340	✓		
	5.030					

DESC

MAG NL & TI

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

STA	BS	MEAN	HI	FS	MEAN	ELEV.	BM ELEV
				7.170			
TP#12				5.425	5.425	3.915	✓
				3.680			
	6.015						
SHAKE	4.305	4.305	8.220				✓
	2.595						
				6.500			
TP#13				4.570	4.570	3.650	✓
				2.640			
	7.760						
SHAKE	5.870	5.870	9.520				✓
	3.980						
				6.770			
TP#14				5.050	5.050	4.470	✓
				3.330			
	7.680						
SHAKE	5.615	5.615	10.085				✓
	3.550						
				4.910			
TP#15				4.430	4.430	5.655	✓
				3.950			
	6.500						
SHAKE	5.070	5.070	10.725				✓
	3.640						
				7.690			✓
BM				5.230	5.230	5.495	5.480
				2.770			

#03-17616  
S.F.W.M.D

"SITE - R"  
(ELEV. CONT)

1/13/06

DESC

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

BRASS D.

BRASS D.

NGS # AF 7129 (SLR 39) NAVD 88  
BRASS D. IN CONC OF FISHING PIER  
STAMPED SLR 39 1972 JAX FL

SAME CREW #03-77616 S.F.W.M.D

1/13/06 "SITE-R"  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	DESC
	5.850							
TBM# 1	5.690	5.690	8.675				2.985	MAG NL & TT
	5.550							
WELL				4.550				
M-1267				4.270	4.270	4.405		TOP OF PIPE WELL M-1267 (PVC)
				3.990				
	4.590							
SHAKE	4.245	4.245	8.65					" "
	3.900							
				5.645				
DISC				5.065	5.065	3.585		SET S.F.W.M.D DISC STAMPED M-1267 2006
M-1267				4.485				
	5.840							
SHAKE	5.260	5.260	8.845					" "
	4.680							
				6.140				
TBM# 2				5.870	5.870	2.975	2.97	MAG NL & TT
				5.600				
						ERROR	0.005	

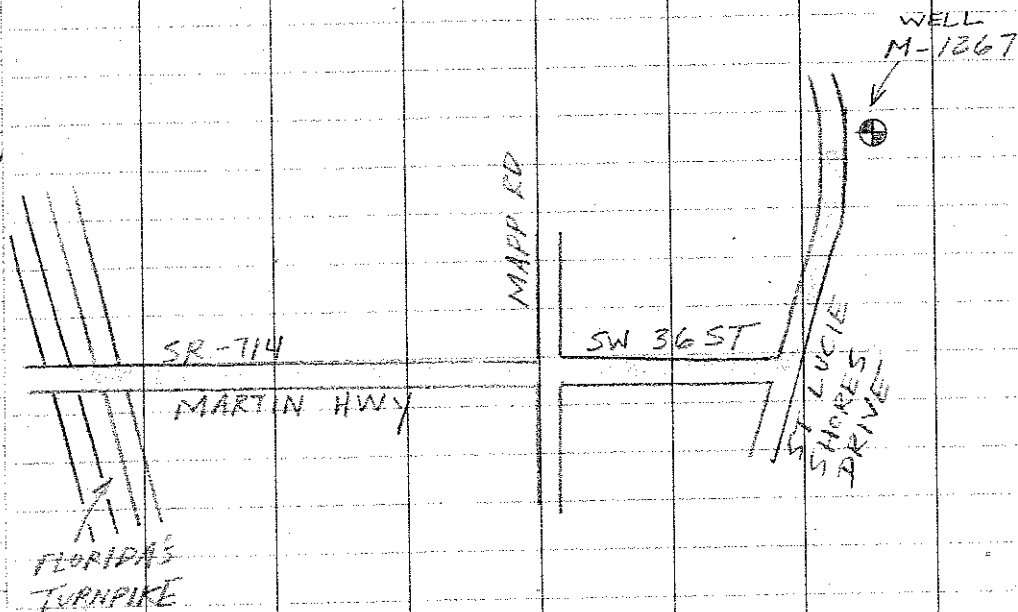
SAME  
CREW

1/13/06

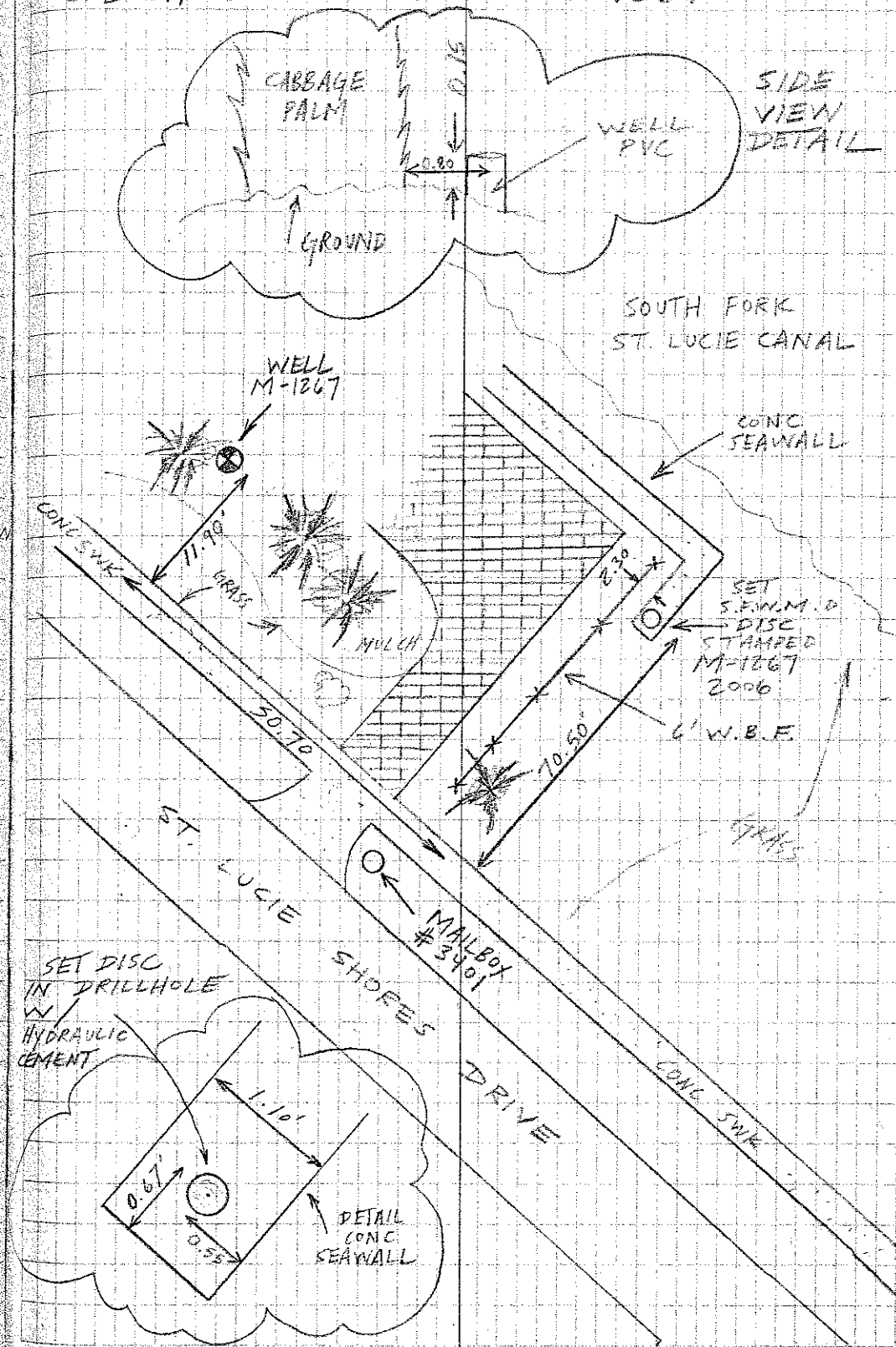
#03-77616  
S.F.W.M.D.

( SITE - R  
DESCRIPTION )

DIRECTIONS - FROM THE INTERSECTION OF  
FLORIDA'S TURNPIKE AND SR-714  
MARTIN HWY TRAVEL EAST  
ON MARTIN HWY FOR 2.1 MILES  
UNTIL MARTIN HWY ENDS AND  
BECOMES SW 36 ST. CONTINUE  
TRAVELING EAST FOR ANOTHER  
0.6 MILES TO THE INTERSECTION  
OF SW 36 ST AND ST LUCIE  
DRIVE. TURN LEFT AND TRAVEL  
FOR 0.1 MILES ON ST LUCIE  
SHORES DRIVE AS THE STREET  
CURVES TOWARD THE NORTH  
TO THE WELL ON YOUR RIGHT  
IN FRONT OF HOUSE # 3401.



2564 / 48  
SKETCH OF WELL SITE M-1267



A. REDERO  
T. LOPEZ  
A. LOPEZ

#03-77616  
S.F.W.M.D.

"SITE - S"

1/17/06

(ESTABLISH  
ELEV. ON WELL  
M-1043)

STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV	DESC
	13.170						✓	
BM	11.865	11.865	26.715	✓			14.85	NGS # AJ5264 (GUY DZZ) NAVD 88 BRASS D. IN CONC MON. STAMPED GUY DZZ 2001
	10.560			1.220				
TP#1				0.780	0.780	25.935	✓	CUT NL
				0.340				
	11.350							
SHAKE	10.410	10.410	36.345	✓				CUT NL
	9.470							
				7.150				
TP#2				6.0350	6.035	30.310	✓	CUT NL
				4.920				
	11.480							
SHAKE	10.640	10.640	40.950	✓				CUT NL
	9.800							
				11.920				
TP#3				10.730	10.730	30.220	✓	CUT NL
				9.540				
	1.460							
SHAKE	0.860	0.860	31.080	✓				CUT NL
	0.260							
				9.380				
TP#4				8.320	8.320	22.760	✓	CUT NL
				7.260				
	3.300							
SHAKE	2.580	2.580	25.340	✓				CUT NL
	1.860							

SAME  
CREW

#03-77616  
S.F.W.M.D.

1/17/06

" SITE - S "  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	ELEV	BM	DESC
TBM#1				3.860 2.865 1.870	2.865	22.475	✓	MAG NL & TT
SHAKE	4.180 3.195 2.210	3.195	25.670	✓				MAG NL & TT
TBM#2				4.120 3.120 2.120	3.120	22.550	✓	MAG NL & TT
SHAKE	3.780 2.770 1.760	2.770	25.320	✓				MAG NL & TT
TP#5				3.270 2.560 1.850	2.560	22.760	✓	CUT NL
SHAKE	9.300 8.240 7.180	8.240	31.000	✓				CUT NL
TP#6				1.380 0.780 0.180	0.780	30.220	✓	CUT NL
SHAKE	12.400 11.220 10.040	11.220	41.440	✓				CUT NL
TP#7				11.960 11.130 10.300	11.130	30.310	✓	CUT NL

A. REJERO  
T. LOPEZ  
A. LOPEZ

#03 - 77616  
S.F.W.M.D.

1/18/06

"SITE - S"  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV	DESC
	7.290							
SHAKE	6.175	6.175	36.485	✓				CUT NL
	5.060							
TP# 8				11.490				
				10.550	10.550	25.935	✓	CUT NL
				9.610				
SHAKE	1.760							
	1.320	1.320	27.255	✓				CUT NL
	0.880							
TP# 9				13.450				
				12.155	12.155	15.100	✓	CUT NL
				10.860				
SHAKE	3.670							
	2.155	2.155	17.255	✓				CUT NL
	0.640							
TP# 10				8.540				
				6.495	6.495	10.760	✓	CUT NL
				4.450				
SHAKE	11.530							
	9.985	9.985	20.745	✓				CUT NL
	8.440							
TP# 11				2.760				
				1.760	1.760	18.985	✓	CUT NL
				0.760				
SHAKE	10.850							
	9.100	9.100	28.085	✓				CUT NL
	7.250							



SAME  
CREW

#03-77616  
S.F.W.M.D

1/18/06

"SITE - S"

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV
				8.590			
TP#12				7.370	7.370	20.715	✓
				6.150			
	5.460						
SHAKE	4.620	4.620	25.335	✓			
	3.780						
				9.545			✓
BM				8.645	8.645	16.690	16.687
				7.745			

ERR = 0.010

DESC

CUT NL

CUT NL

NGS # AJ5265 (G.C.Y. D23) NAVD 88  
BRASS D. IN CONC MON.  
STAMPED G.C.Y. D23 2001

SAME  
CREW

#03-77616  
S.F.V.M.D.

1/18/06

"SITE - 5"  
(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	BM ELEV	DESC
	5.620						
TBM#1	5.405	5.405	27.880	✓		22.475	MAG NL & TT
	5.190						
WELL M-1043				1.830			
				1.630	1.630	26.250	✓
				1.430			
	2.430						
SHAKE	2.360	2.350	28.600	✓			"
	2.270						
				6.490			
DISC M-1043				6.420	6.420	22.180	✓
				6.350			
	7.140						
SHAKE	8.945	8.945	31.125	✓			"
	8.750						
				8.825			
				8.575	8.575	22.550	✓
TBM#2				8.325		22.550	✓
						ERR = 0.000	
							MAG NL & TT

TOP OF PIPE WELL M-1043 (PVC)

SET S.F.W.M.D DISC STAMPED M-1043 2006

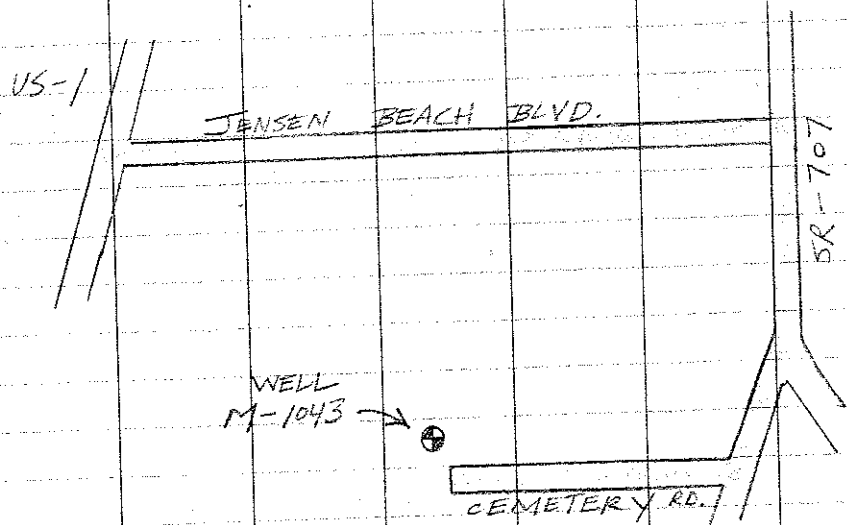
SAME  
CREW

1/18/06

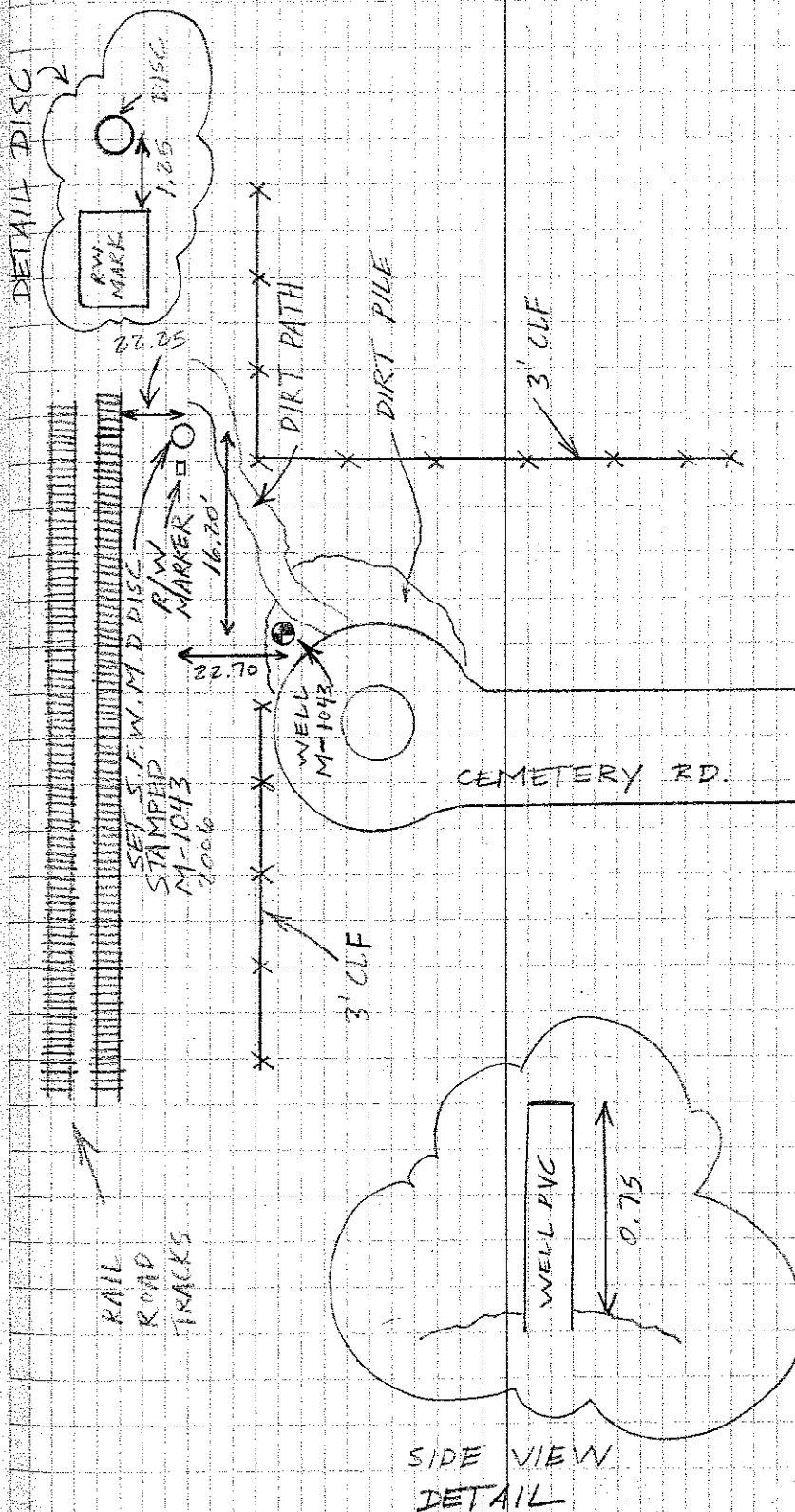
#03 77616  
S.F.W.M.D

(SITE - S  
DESCRIPTION)

DIRECTIONS - FROM THE INTERSECTION OF  
US-1 AND JENSEN BEACH BLVD  
TRAVEL EAST ON JENSEN BEACH  
BLVD FOR 2.85 MILES TO  
SR-707, TURN RIGHT AND  
HEAD SOUTH FOR 0.9 MILES  
UNTIL THE ROAD FORKS TAKE  
THE RIGHT FORK AND THEN  
TURN RIGHT INTO THE ALLSAINTS  
EPISCOPAL CHURCH CEMETERY  
AND TRAVEL WEST ON THE  
CEMETERY RD. FOR 0.35 TO  
THE BACK OF THE CEMETERY.  
THE WELL IS TO THE RIGHT  
AND BEHIND A LARGE PILE  
OF DIRT.



SKETCH OF WELL SITE M-1043



SAME  
CREW

#03-77616  
S.F.W.M.D

1/13/06

SITE - T

(ESTABLISH  
ELEV ON WELL  
SITE M-1259)

STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV
	9.710						12.410
BM	7.875	7.875	20.285	✓			—
	6.040						
				6.120			
TP#1				4.760	4.760	15.525	✓
				3.400			
	6.360						
SHAKE	4.780	4.780	20.305	✓			
	3.200						
				6.140			
TP#2				4.530	4.530	15.775	✓
				2.920			
	6.330						
SHAKE	4.540	4.54	20.315	✓			
	2.750						
				6.115			
TP#3				4.545	4.545	15.770	✓
				2.975			
	6.530						
SHAKE	4.150	4.150	19.920	✓			
	1.770						
				7.030			
TPM#1				5.350	5.350	14.570	✓
				3.670			
	7.100						
SHAKE	6.250	6.250	20.820	✓			
	5.400						

DESC

NGS # AJ 5248 (GCY DOS) NAVD 88  
BRASS I. IN CONC. MON.  
STAMPED GCY DOS 2001

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

MAG NL & TT

MAG NL & TT

SAME  
CREW

#03-77616  
S.F.W.M.D.

1/18/06

"SITE - T"  
(ELEV. CONT.)

STA	BS	MEAN	HI	FS	MEAN	ELEV	ELEV	EM
				7.305				
TBM#2				6.465	6.465	14.355	✓	
				5.625				
	9.130							
SHAKE	7.635	7.635	21.990				✓	
	6.140							
				6.760				
TP#4				5.045	5.045	16.945	✓	
				3.330				
	6.360							
SHAKE	4.380	4.380	21.325				✓	
	2.400							
				7.140				
TP#5				5.130	5.130	16.195	✓	
				3.120				
	6.780							
SHAKE	4.440	4.440	20.635				✓	
	2.100							
				7.030				
TP#6				4.975	4.975	15.660	✓	
				2.920				
	6.800							
SHAKE	4.540	4.540	20.200				✓	
	2.280							
				6.320				
TP#7				4.370	4.370	15.830	✓	
				2.420				

DESC

MAG NL & TT

MAG NL & TT

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

SAME  
CREW

#03-77616  
S.F.W.M.D

1/18/06

"SITE - T"

(ELEV. CONT)

STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV
	6.940						
SHAKE	4.700	4.700	20.530	✓			
	2.460						
TP#8				6.860			
				4.690	4.690	15.340	✓
				2.520			
	6.900						
SHAKE	4.590	4.590	20.430	✓			
	2.280						
				6.660			
TP#9				4.970	4.970	15.460	✓
				3.280			
	6.385						
SHAKE	4.735	4.735	20.195	✓			
	3.085						
				8.520			
BM				8.010	8.010	12.185	12.150 ✓
				7.500			ERR = 0.035 ✓

DESC

CUT NL

CUT NL

CUT NL

CUT NL

CUT NL

NGS # AJ 5621 (MS16) NAVD 88  
BRASS D. IN CONC MON.  
STAMPED MS16 2001

A. REDERO  
T. LOPEZ  
A. LOPEZ

#03-77616  
S.F.W.M.D.

"SITE-T"

2/22/06

(ELEV CONT)

STA	BS	MEAN	HI	FS	MEAN ELEV	BM ELEV
	4.620					
TEM#1	4.355	4.355	18.925			14.570
	4.090					
WELL				6.030		
M-1259				5.660	5.660	13.265
				5.290		
	5.575					
SHAKE	5.205	5.205	18.470			
	4.835					
				5.190		
DISC				4.830	4.830	13.640
M-1259				4.470		
	5.700					
SHAKE	5.345	5.345	18.985			
	4.990					
				4.870		
TEM#2				4.620	4.620	14.365
				4.350		14.355

DESC

MAG NL & TT See pg 55

TOP OF PIPE WELL M-1259 (PVC)

"

"

SET S.F.W.M.D. DISC STAMPED M-1259 2006

"

"

MAG NL & TT

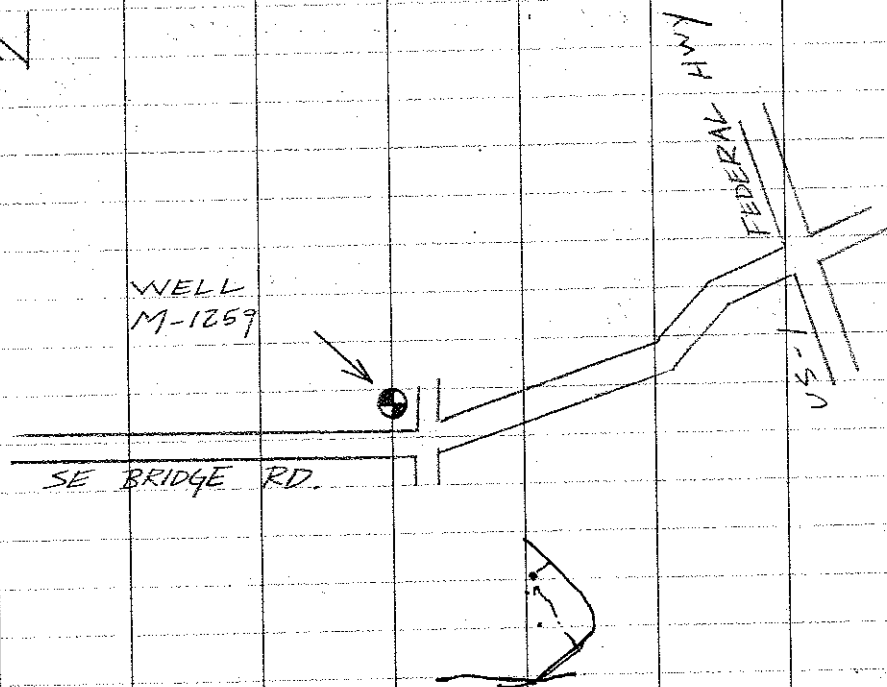
SAME  
CREW

#03-77616  
S.F.W.M.D

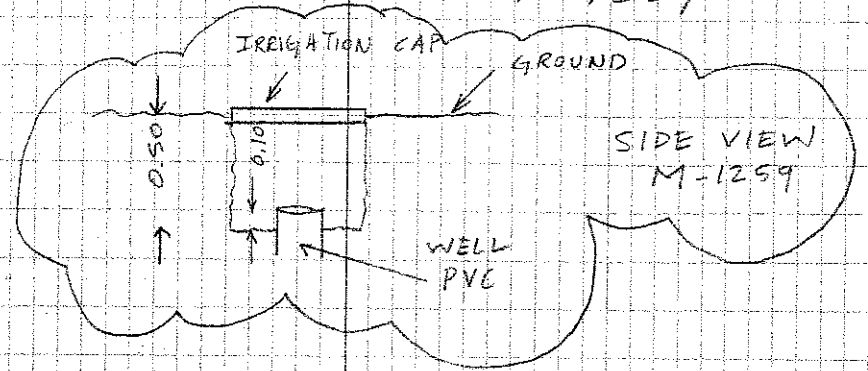
(SITE-T  
DESCRIPTION)

DIRECTIONS - FROM THE INTERSECTION OF US-1  
AND BRIDGE RD. SR-703 TRAVEL  
WEST ON BRIDGE RD. FOR 2.0  
MILES TO THE BEND IN THE  
ROAD. THE WELL IS ON THE  
RIGHT AND WEST OF THE  
PAVED SIDE ROAD, NORTH OF  
DRAINAGE DITCH.

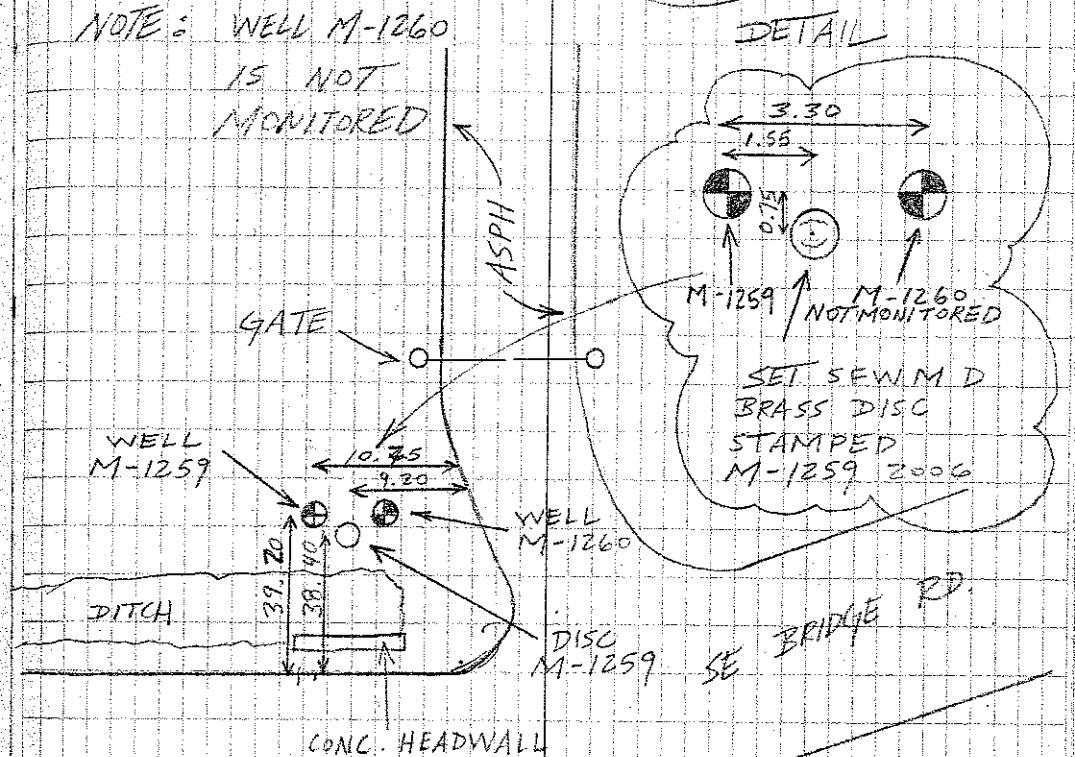
was dirt road before!



2564/59  
M-1259  
SKETCH OF WELL SITE



NOTE: WELL M-1260  
IS NOT  
MONITORED







SOUTH FLORIDA WATER MANAGEMENT DISTRICT

Rev. 04/11/06

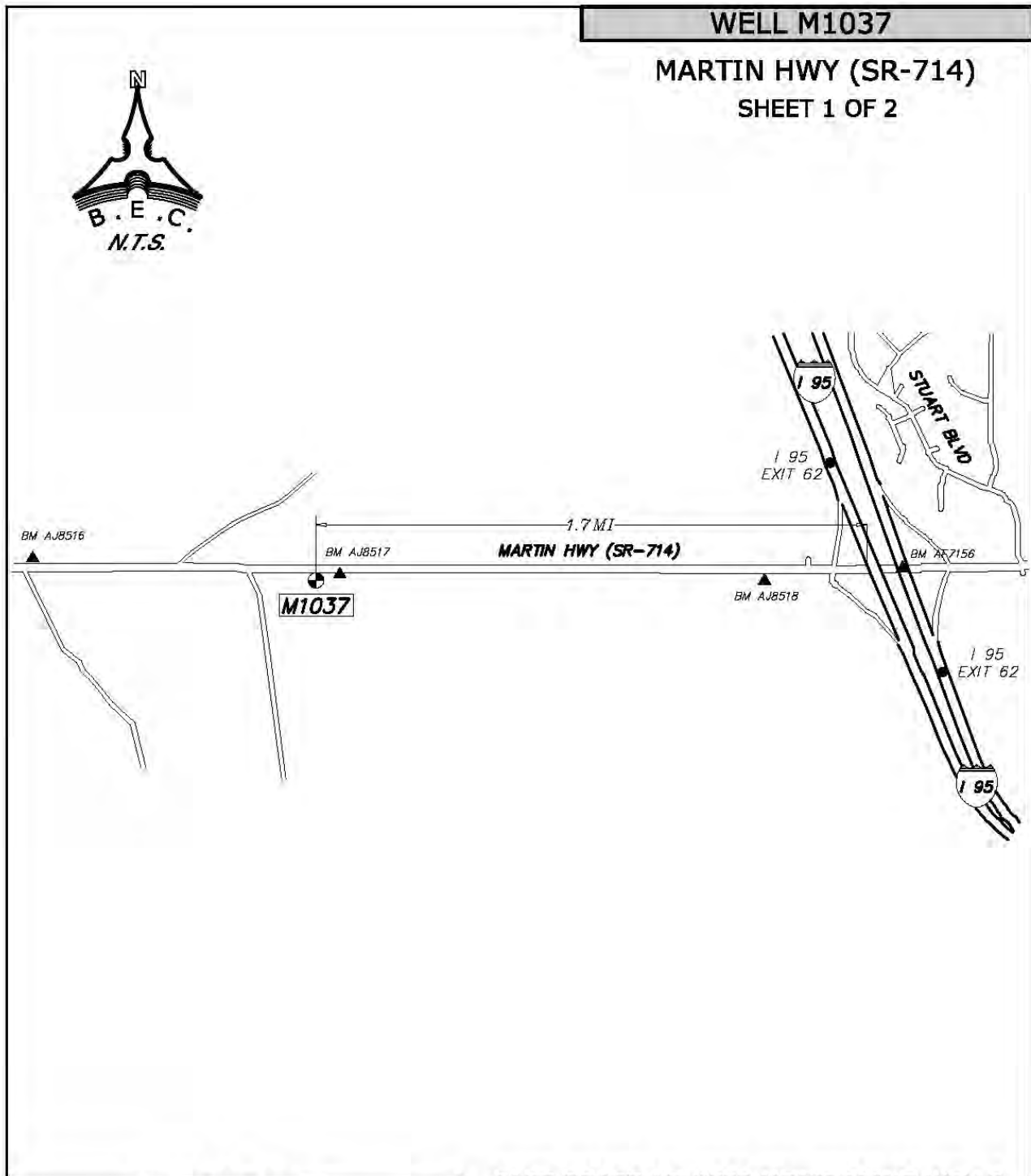
COUNTY	MARTIN	PROJECT	MARTIN HWY	DESIGNATION	M1037 2006
SECTIONS	<u>15, 22</u>	TOWNSHIP	<u>38S</u>	RANGE	<u>39E</u>
GEOGRAPHIC INDEX OF QUAD <u>Florida</u>					
Established by Biscayne Engineering Company, Inc.			NAME OF QUADRANGLE <u>INDIANTOWN NW #2604</u>		
SURVEYOR <u>Mike J. Bartholomew</u> DATE <u>04 / 11 / 2006</u>			FIELD BOOK <u>2564</u> PAGE <u>32</u>		
HORIZONTAL DATUM: 1927 <input type="checkbox"/> 1983 <input checked="" type="checkbox"/> Other _____ (circle one) ZONE <u>0901 (EAST)</u>					
VERTICAL DATUM: MSL 1929 <input type="checkbox"/> 1988 <input checked="" type="checkbox"/> Other _____ (circle one)					
CONTROL ACCURACY: HORIZONTAL 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> SUB-METER (circle one) VERTICAL 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/>					
STATE PLANE COORDINATES <u>M1037 (U.S. Survey feet)</u>		<u>X= 845555.904</u>		<u>Y= 1028316.728</u>	
				DISC EL.= <u>28.54'</u> (NAVD-88)	
LATITUDE <u>M1037 27°09'41.388"N</u>			LONGITUDE <u>080°25'03.159"W</u>		
<b>DESCRIPTION</b>					
Benchmark is situated West of I-95 and South of Martin Hwy (SR-714), Martin County, Florida.					
<b>TO REACH</b> the benchmark from the intersection of Martin Hwy (SR-714) and I-95, travel West on Martin Hwy (SR-714) for 1.7 miles to the dirt driveway for residence #12100 on the left (South). Benchmark is a brass SFWMD disc set 4.7 feet North of 4' high hog wire fence, 46.5 feet South of the South edge of pavement for Martin Hwy, and 50.2 feet (more or less) East of the Eastern edge of drive way for residence # 12100.					
Note: Origin of NAVD88 elevation for BM "M1037" is closed bench level circuit through NGS benchmarks AJ8518 (P543) and AF7158 (I95 85 A06 RM1).					

SKETCH: SEE PAGE 2 and 3



SOUTH FLORIDA WATER MANAGEMENT DISTRICT

Rev. 04/11/06



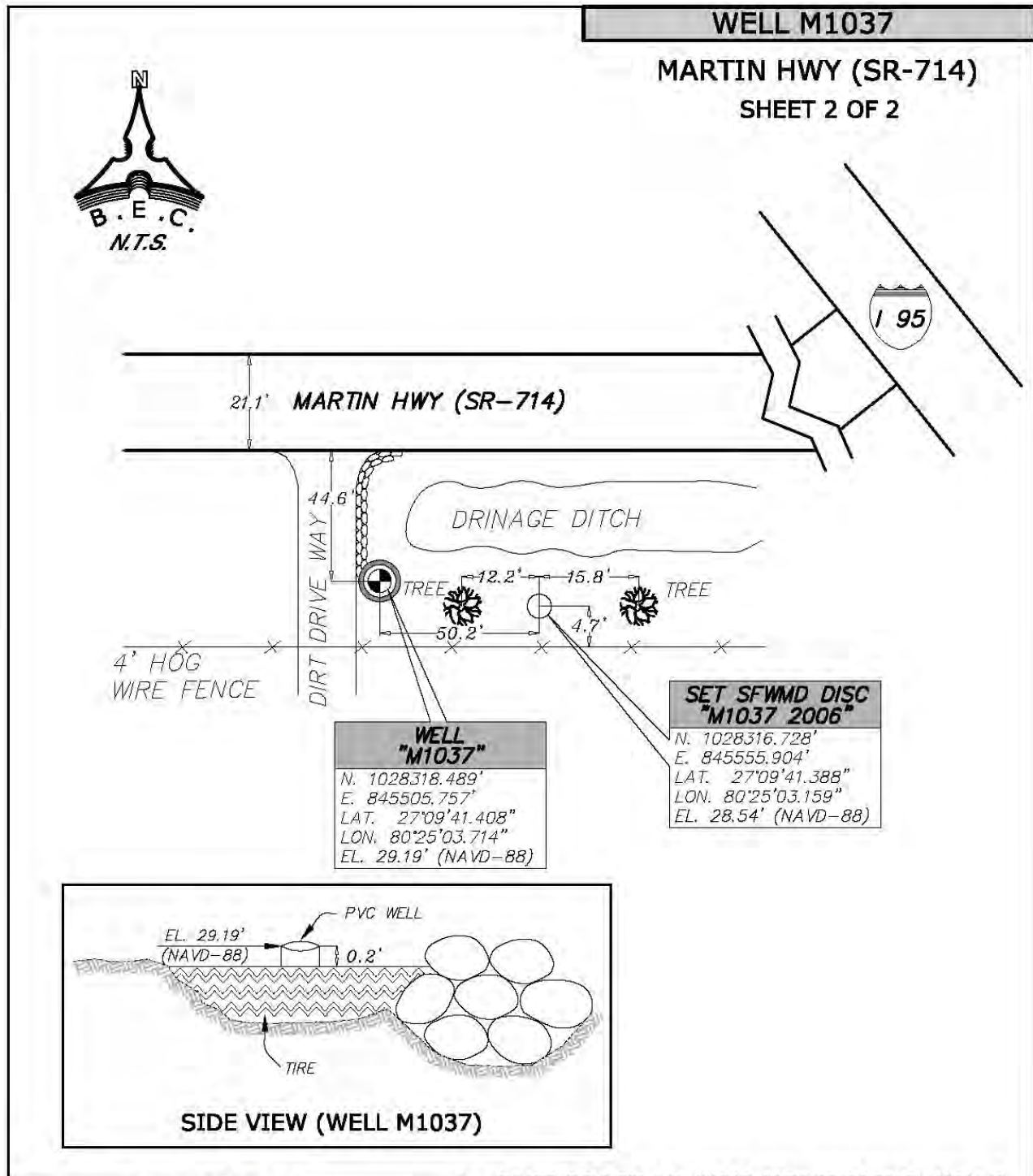
**WELL M1037**  
**MARTIN HWY (SR-714)**  
**SHEET 1 OF 2**

**WELL M-1037**

**EAST COAST AQUIFER MONITORING WELLS**

F:\SURVEY\PROJECTS\77609\477616-SF\MD (MARTIN COUNTY)-PHASE I\DWG\NorthWell-phase-2\_GPS.dwg 4/11/2006 8:29:45 AM EDT

PREPARED FOR:  SOUTH FLORIDA WATER MANAGEMENT DISTRICT		<b>FIELD BOOK:</b> 2564	<b>DATE:</b> 04-11-06	<b>ORDER No.:</b> 03-77616	<b>BY:</b> I.V.
		PREPARED BY: <b>BISCAYNE ENGINEERING COMPANY, INC.</b> Consulting Engineers Planners Surveyors 529 WEST FLAGLER ST, MIAMI, FL. 33130 — TEL. (305)324-7671 — FAX (305)324-0809 LB #0129			



<b>WELL M-1037</b>		<b>EAST COAST AQUIFER MONITORING WELLS</b>			
<small>F:\SURVEY\PROJECTS\77609\477616-SFWMD (MARTIN COUNTY)-PHASE II\DWG\NorthVelle-phase-2_GPS.dwg 4/11/2006 8:29:45 AM EDT</small>					
PREPARED FOR:	<b>FIELD BOOK:</b> 2564	<b>DATE:</b> 04-11-06	<b>ORDER No.:</b> 03-77616	<b>BY:</b> I.V.	
SOUTH FLORIDA WATER MANAGEMENT DISTRICT	PREPARED BY: <b>BISCAYNE ENGINEERING COMPANY, INC.</b> Consulting Engineers Planners Surveyors 529 WEST FLAGLER ST, MIAMI, FL. 33130 — TEL. (305)324-7671 — FAX (305)324-0809 LB #0129				

From the "ngvd29.txt" file provided by NGS for the CERP Geodetic Vertical Control Project.  
 Line/Part: L26244 SSN+: mark floated, SSN\*: mark constrained, SSN#: mark floated  
 & constrained  
 Mark ID SSN PID Designation Geopotential Elevation Codes  
 1791 3018 AJ8518 P 543 8.9702 9.1532

## The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

DATABASE = Sybase ,PROGRAM = datasheet, VERSION = 7.30

1 National Geodetic Survey, Retrieval Date = JANUARY 26, 2006  
 AJ8518 \*\*\*\*\*  
 AJ8518 DESIGNATION - P 543  
 AJ8518 PID - AJ8518  
 AJ8518 STATE/COUNTY- FL/MARTIN  
 AJ8518 USGS QUAD - INDIAN TOWN NW (1983)  
 AJ8518  
 AJ8518 \*CURRENT SURVEY CONTROL  
 AJ8518  
 AJ8518\* NAD 83(1999)- 27 09 40.20981(N) 080 23 47.04640(W) ADJUSTED  
 AJ8518\* NAVD 88 - 8.707 (meters) 28.57 (feet) ADJUSTED  
 AJ8518  
 AJ8518 X - 947,387.990 (meters) COMP  
 AJ8518 Y - -5,599,155.672 (meters) COMP  
 AJ8518 Z - 2,894,107.637 (meters) COMP  
 AJ8518 LAPLACE CORR- -1.75 (seconds) DEFLEC99  
 AJ8518 ELLIP HEIGHT- -18.43 (meters) (12/12/02) GPS OBS  
 AJ8518 GEOID HEIGHT- -27.13 (meters) GEOID03  
 AJ8518 DYNAMIC HT - 8.694 (meters) 28.52 (feet) COMP  
 AJ8518 MODELED GRAV- 979,105.1 (mgal) NAVD 88  
 AJ8518  
 AJ8518 HORZ ORDER - FIRST  
 AJ8518 VERT ORDER - FIRST CLASS II  
 AJ8518 ELLP ORDER - FOURTH CLASS II  
 AJ8518  
 AJ8518.The horizontal coordinates were established by GPS observations  
 AJ8518.and adjusted by the National Geodetic Survey in December 2002.  
 AJ8518  
 AJ8518.The orthometric height was determined by differential leveling  
 AJ8518.and adjusted by the National Geodetic Survey in May 2002.  
 AJ8518  
 AJ8518.The X, Y, and Z were computed from the position and the ellipsoidal ht.  
 AJ8518  
 AJ8518.The Laplace correction was computed from DEFLEC99 derived deflections.  
 AJ8518  
 AJ8518.The ellipsoidal height was determined by GPS observations  
 AJ8518.and is referenced to NAD 83.  
 AJ8518  
 AJ8518.The geoid height was determined by GEOID03.  
 AJ8518  
 AJ8518.The dynamic height is computed by dividing the NAVD 88  
 AJ8518.geopotential number by the normal gravity value computed on the  
 AJ8518.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45  
 AJ8518.degrees latitude (g = 980.6199 gals.).  
 AJ8518  
 AJ8518.The modeled gravity was interpolated from observed gravity values.  
 AJ8518  
 AJ8518;  
 AJ8518;SPC FL E - North East Units Scale Factor Converg.  
 AJ8518;UTM 17 - 313,405.188 259,821.560 MT 0.99998534 +0 16 32.0  
 AJ8518; - 3,004,430.237 559,801.149 MT 0.99964415 +0 16 32.0  
 AJ8518  
 AJ8518!  
 AJ8518! - Elev Factor x Scale Factor = Combined Factor

AJ8518!SPC FL E - 1.00000290 x 0.99998534 = 0.99998824  
 AJ8518!UTM 17 - 1.00000290 x 0.99964415 = 0.99964704

AJ8518

AJ8518 SUPERSEDED SURVEY CONTROL

AJ8518

AJ8518 NAVD 88 (12/12/02) 8.71 (m) 28.6 (f) LEVELING 3

AJ8518

AJ8518.Superseded values are not recommended for survey control.

AJ8518.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

AJ8518.[See file dsdata.txt](#) to determine how the superseded data were derived.

AJ8518

AJ8518\_U.S. NATIONAL GRID SPATIAL ADDRESS: 17RNL5980104430(NAD 83)

AJ8518\_MARKER: DD = SURVEY DISK

AJ8518\_SETTING: 7 = SET IN TOP OF CONCRETE MONUMENT

AJ8518\_STAMPING: P 543 2001 CERP

AJ8518\_MARK LOGO: USE

AJ8518\_PROJECTION: RECESSED 8 CENTIMETERS

AJ8518\_MAGNETIC: O = OTHER; SEE DESCRIPTION

AJ8518\_STABILITY: C = MAY HOLD, BUT OF TYPE COMMONLY SUBJECT TO

AJ8518+STABILITY: SURFACE MOTION

AJ8518\_SATELLITE: THE SITE LOCATION WAS REPORTED AS SUITABLE FOR

AJ8518+SATELLITE: SATELLITE OBSERVATIONS - April 24, 2002

AJ8518

AJ8518	HISTORY	- Date	Condition	Report By
AJ8518	HISTORY	- 20010915	MONUMENTED	FOST
AJ8518	HISTORY	- 20020424	GOOD	MAPTEC

AJ8518

AJ8518 STATION DESCRIPTION

AJ8518

AJ8518'DESCRIBED BY CHARLEY FOSTER AND ASSOCIATES 2001 (JB)

AJ8518'THE MONUMENT IS LOCATED 8.1 MILES (13.12 KM) WEST OF PALM CITY, FL.

AJ8518'AND 10.6 MILES (17.02 KM) NORTH OF

AJ8518'INDIANTOWN, FL., SECTION 24, TOWNSHIP 38 SOUTH, RANGE 39 EAST.

AJ8518'

AJ8518'OWNERSHIP IS FLORIDA DEPARTMENT OF TRANSPORTATION.

AJ8518'

AJ8518'TO REACH THE MONUMENT FROM THE JUNCTION OF THE FLORIDA TURNPIKE, STATE

AJ8518'ROAD 714 AND COUNTY

AJ8518'ROAD 714 IN PALM CITY, GO WEST ON STATE ROAD 714/COUNTY ROAD 714 5.9

AJ8518'MILES (9.50 KM) TO THE

AJ8518'MONUMENT LOCATION ON THE SOUTH SIDE (LEFT) OF THE HIGHWAY. THE

AJ8518'MONUMENT IS 5.4 MILES (8.69 KM)

AJ8518'EAST OF THE INTERSECTION OF COUNTY ROAD 609 AND STATE ROAD 714/COUNTY

AJ8518'ROAD 714. THE MONUMENT

AJ8518'IS 0.5 MILES (0.80 KM) WEST OF THE CENTER OF THE NORTHBOUND LANES

AJ8518'BRIDGE OF THE I-95 OVERPASS,

AJ8518'LOCATED ON SW GREEN FARM LANE WHICH IS ON THE SOUTH SIDE OF THE FOUR

AJ8518'LANE SECTION OF STATE

AJ8518'ROAD 714 / COUNTY ROAD 714.

AJ8518'

AJ8518'THE MONUMENT IS 34.7 FEET (10.58 M) SOUTH OF THE CENTERLINE OF SW

AJ8518'GREENFARM LANE, 21.7 FEET (6.61 M)

AJ8518'EAST OF THE CENTER OF SOUTHBOUND FIELD ROAD, 15.0 FEET (4.57 M) EAST

AJ8518'OF THE EAST GATE POST OF A

AJ8518'BARBED WIRE FENCE AND 3.5 FEET (1.07 M) NORTH OF A CARSONITE WITNESS

AJ8518'POST. NOTE A MAGNET WAS

AJ8518'BURIED NEARBY AT AN UNSPECIFIED POSITION.

AJ8518'

AJ8518

AJ8518 STATION RECOVERY (2002)

AJ8518  
AJ8518'RECOVERY NOTE BY MAPTECH INCORPORATED 2002 (CDP)  
AJ8518'THE MONUMENT IS LOCATED 8.1 MILES (13.12 KM) WEST OF PALM CITY, FL.  
AJ8518'AND 10.6 MILES (17.02 KM)  
AJ8518'NORTH OF  
AJ8518'INDIANTOWN, FL., SECTION 24, TOWNSHIP 38 SOUTH, RANGE 39 EAST.  
AJ8518'  
AJ8518'OWNERSHIP IS FLORIDA DEPARTMENT OF TRANSPORTATION.  
AJ8518'  
AJ8518'TO REACH THE MONUMENT FROM THE JUNCTION OF THE FLORIDA TURNPIKE, STATE  
AJ8518'ROAD 714 AND  
AJ8518'COUNTY  
AJ8518'ROAD 714 IN PALM CITY, GO WEST ON STATE ROAD 714/COUNTY ROAD 714 5.9  
AJ8518'MILES (9.50 KM) TO THE  
AJ8518'MONUMENT LOCATION ON THE SOUTH SIDE (LEFT) OF THE HIGHWAY. THE  
AJ8518'MONUMENT IS 5.4 MILES  
AJ8518'(8.69 KM)  
AJ8518'EAST OF THE INTERSECTION OF COUNTY ROAD 609 AND STATE ROAD 714/COUNTY  
AJ8518'ROAD 714. THE  
AJ8518'MONUMENT  
AJ8518'IS 0.5 MILES (0.80 KM) WEST OF THE CENTER OF THE NORTHBOUND LANES  
AJ8518'BRIDGE OF THE I-95  
AJ8518'OVERPASS,  
AJ8518'LOCATED ON SW GREEN FARM LANE WHICH IS ON THE SOUTH SIDE OF THE FOUR  
AJ8518'LANE SECTION OF  
AJ8518'STATE  
AJ8518'ROAD 714 / COUNTY ROAD 714.  
AJ8518'  
AJ8518'THE MONUMENT IS 34.7 FEET (10.58 M) SOUTH OF THE CENTERLINE OF SW  
AJ8518'GREENFARM LANE, 21.7  
AJ8518'FEET (6.61 M)  
AJ8518'EAST OF THE CENTER OF SOUTHBOUND FIELD ROAD, 15.0 FEET (4.57 M) EAST  
AJ8518'OF THE EAST GATE POST  
AJ8518'OF A  
AJ8518'BARBED WIRE FENCE AND 3.5 FEET (1.07 M) NORTH OF A CARSONITE WITNESS  
AJ8518'POST. NOTE A MAGNET  
AJ8518'WAS  
AJ8518'BURIED NEARBY AT AN UNSPECIFIED POSITION.  
AJ8518'  
AJ8518'STATION RECOVERY (2002)  
AJ8518'RECOVERY NOTE BY MAPTECH, INCORPORATED 2002 (CDP)  
AJ8518'RECOVERED AS DESCRIBED.  
AJ8518'  
AJ8518'

\*\*\* retrieval complete.  
Elapsed Time = 00:00:00

## The NGS Data Sheet

See file [dsdata.txt](#) for more information about the datasheet.

DATABASE = Sybase ,PROGRAM = datasheet, VERSION = 7.30

1 National Geodetic Survey, Retrieval Date = JANUARY 26, 2006

AF7158 \*\*\*\*\*

AF7158 DESIGNATION - I95 85 A06 RM 1

AF7158 PID - AF7158

AF7158 STATE/COUNTY- FL/MARTIN

AF7158 USGS QUAD - INDIAN TOWN NW (1983)

AF7158

AF7158 \*CURRENT SURVEY CONTROL

AF7158

AF7158\* NAD 83(1990)- 27 09 43.04766(N) 080 23 22.56070(W) ADJUSTED

AF7158\* NAVD 88 - 18.222 (meters) 59.78 (feet) ADJUSTED

AF7158

AF7158 LAPLACE CORR- -1.74 (seconds) DEFLEC99

AF7158 GEOID HEIGHT- -27.14 (meters) GEOID03

AF7158 DYNAMIC HT - 18.194 (meters) 59.69 (feet) COMP

AF7158 MODELED GRAV- 979,105.5 (mgal) NAVD 88

AF7158

AF7158 HORZ ORDER - SECOND

AF7158 VERT ORDER - SECOND CLASS II

AF7158

AF7158.The horizontal coordinates were established by classical geodetic methods and adjusted by the National Geodetic Survey in May 1991.

AF7158

AF7158.The orthometric height was determined by differential leveling and adjusted by the National Geodetic Survey in June 1991.

AF7158

AF7158.The Laplace correction was computed from DEFLEC99 derived deflections.

AF7158

AF7158.The geoid height was determined by GEOID03.

AF7158

AF7158.The dynamic height is computed by dividing the NAVD 88

AF7158.geopotential number by the normal gravity value computed on the

AF7158.Geodetic Reference System of 1980 (GRS 80) ellipsoid at 45

AF7158.degrees latitude (g = 980.6199 gals.).

AF7158

AF7158.The modeled gravity was interpolated from observed gravity values.

AF7158

AF7158; North East Units Scale Factor Converg.

AF7158;SPC FL E - 313,495.794 260,495.243 MT 0.99998634 +0 16 43.2

AF7158;UTM 17 - 3,004,520.812 560,474.602 MT 0.99964515 +0 16 43.2

AF7158

AF7158! - Elev Factor x Scale Factor = Combined Factor

AF7158!SPC FL E - 1.00000140 x 0.99998634 = 0.99998774

AF7158!UTM 17 - 1.00000140 x 0.99964515 = 0.99964655

AF7158

AF7158 SUPERSEDED SURVEY CONTROL

AF7158

AF7158 NAD 83(1986)- 27 09 43.05095(N) 080 23 22.57211(W) AD( ) 2

AF7158 NGVD 29 (09/01/92) 18.670 (m) 61.25 (f) ADJUSTED 2 2

AF7158

AF7158.Superseded values are not recommended for survey control.

AF7158.NGS no longer adjusts projects to the NAD 27 or NGVD 29 datums.

AF7158.[See file dsdata.txt](#) to determine how the superseded data were derived.

AF7158

AF7158\_U.S. NATIONAL GRID SPATIAL ADDRESS: 17RNL6047504521(NAD 83)

AF7158\_MARKER: DD = SURVEY DISK

AF7158\_SETTING: 38 = SET IN THE ABUTMENT OR PIER OF A LARGE BRIDGE

AF7158\_SP\_SET: BRIDGE ABUTMENT

AF7158\_STAMPING: I 95 85 A 06 RM 1 FLDT

AF7158\_MARK LOGO: FLDT

AF7158\_MAGNETIC: O = OTHER; SEE DESCRIPTION

AF7158\_STABILITY: B = PROBABLY HOLD POSITION/ELEVATION WELL

AF7158

AF7158	HISTORY	- Date	Condition	Report By
AF7158	HISTORY	- 1985	MONUMENTED	FLDT
AF7158	HISTORY	- 19891231	GOOD	FLDT

AF7158

AF7158 STATION DESCRIPTION

AF7158

AF7158'DESCRIBED BY FLORIDA DEPARTMENT OF TRANSPORTATION 1985

AF7158'8.5 KM (5.30 MI) WEST FROM STUART.

AF7158'FROM THE INTERSECTION OF STATE ROAD 714 AND THE FLORIDA TURNPIKE, GO

AF7158'WEST ON STATE ROAD 714 FOR 5.3 MILES TO THE INTERSTATE ROUTE 95

AF7158'INTERCHANGE AND THE MARK, 80.5 FEET NORTH OF THE PROJECTED CENTER OF

AF7158'STATE ROAD 714, 12.5 FEET SOUTH OF THE NORTHWEST END OF THE CONCRETE

AF7158'BRIDGE ABUTMENT AND 0.6 FOOT NORTH OF THE NORTHERNMOST EXPANSION

AF7158'JOINT IN THE CONCRETE GUARDRAIL.

AF7158'THE MARK IS ABOVE LEVEL WITH ROAD.

AF7158

AF7158 STATION RECOVERY (1989)

AF7158

AF7158'RECOVERY NOTE BY FLORIDA DEPARTMENT OF TRANSPORTATION 1989 (CBM)

AF7158'TO REACH THE MARK FROM THE INTERCHANGE OF INTERSTATE ROUTE 95 AND SR

AF7158'708, ABOUT 6 MILES (9.7 KM) WEST OF JUPITER ISLAND, GO NORTHERLY ON

AF7158'INTERSTATE ROUTE 95 FOR ABOUT 4.7 MILES (7.6 KM) TO THE INTERSTATE

AF7158'ROUTE 95 AND STATE ROAD 76 INTERCHANGE, CONTINUE NORTHWESTERLY ON

AF7158'INTERSTATE ROUTE 95 FOR ABOUT 9.65 MILES (15.53 KM) TO THE STATE ROAD

AF7158'714 INTERCHANGE AND THE MARK. IT IS SET IN A DRILL HOLE IN THE TOP OF

AF7158'THE CONCRETE ABUTMENT, 80.5 FEET (24.5 M) NORTH OF THE PROJECTED

AF7158'CENTER OF STATE ROAD 714 WESTBOUND LANE AND 12.5 FEET (3.8 M) SOUTH OF

AF7158'THE NORTHWEST END OF THE CONCRETE BRIDGE ABUTMENT.

\*\*\* retrieval complete.

Elapsed Time = 00:00:00



**LEVEL RUN**

DATE	STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV. NAVD-88	NOTES
	<b>NGS BM</b>	8.92							
<b>01/11/06</b>	<b>AJ8518</b>	7.98	7.98	36.55				<b>28.57</b>	
	<b>(P 543)</b>	7.04							
					7.15				
<b>(FB 2564, PG 32...)</b>	<b>TP#1</b>				5.75	5.75	<b>30.80</b>		
					4.35				
		6.48							
	<b>SHAKE</b>	4.92	4.92	35.72					
		3.36							
					6.63				
	<b>TP#2</b>				4.93	4.93	<b>30.79</b>		
					3.23				
		6.52							
	<b>SHAKE</b>	4.17	4.17	34.96					
		1.82							
					6.50				
	<b>TP#3</b>				4.44	4.44	<b>30.53</b>		
					2.37				
		7.24							
	<b>SHAKE</b>	5.08	5.08	35.61					
		2.92							
					7.77				
	<b>TP#4</b>				5.17	5.17	<b>30.44</b>		
					2.57				
		7.38							
	<b>SHAKE</b>	4.97	4.97	35.41					
		2.56							
					7.06				
	<b>TP#5</b>				4.96	4.96	<b>30.45</b>		
					2.85				
		6.81							
	<b>SHAKE</b>	4.46	4.46	34.91					
		2.10							
					6.64				
	<b>TP#6</b>				4.56	4.56	<b>30.35</b>		
					2.48				
		6.73							
	<b>SHAKE</b>	4.70	4.70	35.05					
		2.66							
					6.70				
	<b>TP#7</b>				4.65	4.65	<b>30.40</b>		
					2.60				
		6.72							
	<b>SHAKE</b>	4.67	4.67	35.06					
		2.61							
					6.57				
	<b>TP#8</b>				4.77	4.77	<b>30.29</b>		
					2.97				

**LEVEL RUN**

DATE	STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV. NAVD-88	NOTES
		7.43							
	SHAKE	5.62	5.62	35.91					
		3.81							
	DISK				8.91				SET SFWMD
	M1037				7.37	7.37	28.54		DISK STAMPED
					5.83				M 1037 2006
		6.44							
	SHAKE	5.29	5.29	33.83					
		4.13							
	WELL				6.03				TOP OF PIPE
	M1037				4.64	4.64	29.19		WELL
					3.25				M1037
		7.32							
	SHAKE	5.53	5.53	34.71					
		3.73							
					6.23				
	TP#9				4.42	4.42	30.29		
					2.61				
		6.54							
	SHAKE	4.74	4.74	35.03					
		2.94							
					6.69				
	TP#10				4.64	4.64	30.40		
					2.58				
		6.61							
	SHAKE	4.56	4.56	34.96					
		2.51							
					6.63				
	TP#11				4.60	4.60	30.36		
					2.57				
		6.56							
	SHAKE	4.48	4.48	34.83					
		2.40							
					6.73				
	TP#12				4.38	4.38	30.45		
					2.03				
		6.89							
	SHAKE	4.78	4.78	35.23					
		2.67							
					7.20				
	TP#13				4.79	4.79	30.45		
					2.37				
		7.66							
	SHAKE	5.05	5.05	35.49					
		2.44							
					7.10				
	TP#14				4.95	4.95	30.54		
					2.80				
		6.39							
	SHAKE	4.32	4.32	34.86					
		2.25							

**LEVEL RUN**

DATE	STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV. NAVD-88	NOTES
					6.40				
	TP#15				4.05	4.05	30.81		
					1.70				
		6.69							
	SHAKE	4.98	4.98	35.79					
		3.27							
					6.53				
	TP#16				4.97	4.97	30.82		
					3.41				
		7.16							
	SHAKE	5.77	5.77	36.59					
		4.38							
					5.81				
	TP#17				3.78	3.78	32.81		
					1.75				
		8.26							
	SHAKE	6.48	6.48	39.29					
		4.70							
					4.67				
	TP#18				3.13	3.13	36.16		
					1.59				
		6.99							
	SHAKE	5.25	5.25	41.41					
		3.51							
					8.71				
	TP#19				7.07	7.07	34.34		
					5.43				
		16.44							
	SHAKE	15.46	15.46	49.80					
		14.48							
					3.52				
	TP#20				2.40	2.40	47.40		
					1.28				
		15.96							
	SHAKE	14.77	14.77	62.17					
		13.58							
01/12/06	NGS BM				4.57				ERROR
(FB 2564,	AF7158				2.36	2.36	59.81	59.78	-0.03
PG 37)	(95 85 A06 RM1)				0.15				

**LEVEL RUN**

DATE	STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV. NGVD-29	NOTES
	<b>NGS BM</b>	8.92							
<b>01/11/06</b>	<b>AJ8518</b>	7.98	7.98	38.01				<b>30.03</b>	
	<b>(P 543)</b>	7.04							
					7.15				
<b>(FB 2564, PG 32...)</b>	<b>TP#1</b>				5.75	5.75	<b>32.26</b>		
					4.35				
		6.48							
	<b>SHAKE</b>	4.92	4.92	37.18					
		3.36							
					6.63				
	<b>TP#2</b>				4.93	4.93	<b>32.25</b>		
					3.23				
		6.52							
	<b>SHAKE</b>	4.17	4.17	36.42					
		1.82							
					6.50				
	<b>TP#3</b>				4.44	4.44	<b>31.99</b>		
					2.37				
		7.24							
	<b>SHAKE</b>	5.08	5.08	37.07					
		2.92							
					7.77				
	<b>TP#4</b>				5.17	5.17	<b>31.90</b>		
					2.57				
		7.38							
	<b>SHAKE</b>	4.97	4.97	36.87					
		2.56							
					7.06				
	<b>TP#5</b>				4.96	4.96	<b>31.91</b>		
					2.85				
		6.81							
	<b>SHAKE</b>	4.46	4.46	36.37					
		2.10							
					6.64				
	<b>TP#6</b>				4.56	4.56	<b>31.81</b>		
					2.48				
		6.73							
	<b>SHAKE</b>	4.70	4.70	36.51					
		2.66							
					6.70				
	<b>TP#7</b>				4.65	4.65	<b>31.86</b>		
					2.60				
		6.72							
	<b>SHAKE</b>	4.67	4.67	36.52					
		2.61							
					6.57				
	<b>TP#8</b>				4.77	4.77	<b>31.75</b>		
					2.97				

**LEVEL RUN**

DATE	STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV. NGVD-29	NOTES
		7.43							
	SHAKE	5.62	5.62	37.37					
		3.81							
	DISK				8.91				SET SFWMD
	M1037				7.37	7.37	30.00		DISK STAMPED
					5.83				M 1037 2006
		6.44							
	SHAKE	5.29	5.29	35.29					
		4.13							
	WELL				6.03				TOP OF PIPE
	M1037				4.64	4.64	30.65		WELL
					3.25				M1037
		7.32							
	SHAKE	5.53	5.53	36.17					
		3.73							
					6.23				
	TP#9				4.42	4.42	31.75		
					2.61				
		6.54							
	SHAKE	4.74	4.74	36.49					
		2.94							
					6.69				
	TP#10				4.64	4.64	31.86		
					2.58				
		6.61							
	SHAKE	4.56	4.56	36.42					
		2.51							
					6.63				
	TP#11				4.60	4.60	31.82		
					2.57				
		6.56							
	SHAKE	4.48	4.48	36.29					
		2.40							
					6.73				
	TP#12				4.38	4.38	31.91		
					2.03				
		6.89							
	SHAKE	4.78	4.78	36.69					
		2.67							
					7.20				
	TP#13				4.79	4.79	31.91		
					2.37				
		7.66							
	SHAKE	5.05	5.05	36.95					
		2.44							
					7.10				
	TP#14				4.95	4.95	32.00		
					2.80				
		6.39							
	SHAKE	4.32	4.32	36.32					
		2.25							

**LEVEL RUN**

DATE	STA	BS	MEAN	HI	FS	MEAN	ELEV	BM ELEV. NGVD-29	NOTES
					6.40				
	TP#15				4.05	4.05	32.27		
					1.70				
		6.69							
	SHAKE	4.98	4.98	37.25					
		3.27							
					6.53				
	TP#16				4.97	4.97	32.28		
					3.41				
		7.16							
	SHAKE	5.77	5.77	38.05					
		4.38							
					5.81				
	TP#17				3.78	3.78	34.27		
					1.75				
		8.26							
	SHAKE	6.48	6.48	40.75					
		4.70							
					4.67				
	TP#18				3.13	3.13	37.62		
					1.59				
		6.99							
	SHAKE	5.25	5.25	42.87					
		3.51							
					8.71				
	TP#19				7.07	7.07	35.80		
					5.43				
		16.44							
	SHAKE	15.46	15.46	51.26					
		14.48							
					3.52				
	TP#20				2.40	2.40	48.86		
					1.28				
		15.96							
	SHAKE	14.77	14.77	63.63					
		13.58							
01/12/06	NGS BM				4.57				ERROR
(FB 2564,	AF7158				2.36	2.36	61.27	61.25	-0.02
PG 37)	(195 85 A06 RM1)				0.15				