## 1. The purpose of this survey is to provide bathymetric information within the marina basin. 2. This map is intended to be displayed at a scale of 1" = 40' or smaller. 3. Elevations shown hereon are below the project datum unless preceded by a plus sign. 4. "Certification" is understood to be an expression of professional opinion by the surveyor and mapper based on the surveyor and mapper's knowledge and information, and that it is not a guarantee or warranty, expressed or implied. ABBREVIATIONS 5. This survey has been exclusively prepared for the named entities shown hereon and is not transferable. No other person or entity is entitled to rely FLEVATION upon and/or re—use this survey for any purpose without the expressed, written consent of George F. Young, Inc. and the undersigned professional FLORIDA DEPARTMENT OF TRANSPORTATION surveyor and mapper. FLORIDA PERMANENT REFERENCE NETWORK $17_{\times}8$ LICENSED BUSINESS 17<sub>×</sub>2 6. Unauthorized copies and/or reproductions via any medium of this survey or any portions thereof are expressly prohibited without the written consent LICENSED SURVEYOR of George F. Young, Inc. and the undersigned Professional Surveyor and Mapper. NATIONAL GEODETIC SURVEY PERMANENT IDENTIFIER $17_{\times}2$ PROFESSIONAL SURVEYOR AND MAPPER $18_{\times}1$ 7. Additions or deletions to survey maps or reports by other than the signing party or parties are prohibited without written consent of the signing party RTK $17_{\times}4$ REAL-TIME KINEMATICS $18_{x}7$ TEMPORARY BENCHMARK $17_{\times}5$ 8. This survey is valid as to the last date of field survey and not the signature date (if any). $19_{\times}0$ $17_{\times}6$ 9. This survey map and report (if applicable) or the copies thereof are not valid without the original signature and seal of a Florida Licensed Surveyor $17_{\times}6$ $19_{\times}1$ $17_{\times}9$ 10. Elevations shown on this survey are based on the North American Vertical Datum of 1988 (NAVD 88). Benchmark used: "6724 N 1984" located near LEGEND the parking lot at the foot of Big Pier 60, 228 feet south of the south handrail of the pier, 103 feet north of public beach shower #2, 84 feet 18<sub>×</sub>3 o − TBM south of public beach shower #1, 33 feet east of the concrete seawall, 3 feet west of the centerline of the sidewalk along the west side of the $19_{\times}6$ parking area, and next to a fiberglass witness post. Set 0.4 feet below ground level, crimped to the top of a stainless steel rod driven (41 feet) to $O_{\times}O$ — Depth Value (all values negative unless labeled +) $18_{\times}5$ refusal, and encased in a PVC pipe surrounded by a concrete kickblock under a cleanout cap. Having a published, adjusted elevation of 5.58 feet √0 — Top of Seawall elevation (all values positive) $19_{\times}4$ (NAVD 88). Information obtained from the DEP Data Sheet, PID AG9359. $19_{\times}4$ $18_{\times}9$ 11. Hydrographic data shown hereon was collected from 3/9/2020 through 3/12/2020 and can only indicate the general conditions existing on saud SCALE: 1" = 40dates. Data was collected using a fiberglass sounding rod and an Odom Echotrac CV100 echo sounder with a 200 kHz transducer. 18<sub>×</sub>7 $19_{\times}0$ 12. Aerial photography for this survey was obtained from FDOT, flight date 2018. 18<sub>×</sub>5 $19_{\times}0$ 13. Seawalls and docks were located during this survey. Pilings and floating/temporary docks not located. 18<sub>×</sub>5 $19_{\times}0$ $18_{\times}6$ 14. George F. Young, Inc. and the undersigned make no representations or guarantees pertaining to easements, rights—of—way, set back lines, reservations 18<sub>×</sub>9 and/or agreements. $18_{\times}7$ 18<sub>×</sub>8 518 - 8.2 - 10.7 - - - 15.6 - - 17.3 + 7.6 15. Not a boundary survey. 19<sub>×</sub>0 $\frac{4,4}{5,0--5.9} \frac{3.95^{\circ}}{4.5} \frac{4.5 \text{ Face of Seawall } 3.92^{\circ}}{4.5 \text{ Face of Seawall } 3.92^{\circ}} \frac{3.1}{4,0---2.7} \frac{11.711.9}{4.0.0-6.4} \frac{4.0}{1.0.0-6.4} \frac{4.0}{1.0.0-6.4} \frac{3.92-5.0 \cdot 6.5}{1.0.0-6.4} = 0.000$ $18_{\times}8$ 16. Basis of bearings (if any) are Assumed North. $19_{\times}5$ 18<sub>×</sub>8 $18_{\times}9$ 18<sub>×</sub>9 - TBM2 ELEV = 4.10' $19_{\times}0$ BOX WITH X ON DOCK $18_{\times}2$ $19_{\times}0$ \_ BENCHMARK 6724 N 1984 $8_{\times}5$ 8<sub>×</sub>9 6 ₹8 18<sub>×</sub>8 11<sub>×</sub>0 TIDAL STATION NUMBER: 872-6724 ELEV (NAVD 88) = 5.58'8<sub>×</sub>6 9<sub>×</sub>8 18,7 $7_{\times}8$ $10_{\times}4$ 11<sub>×</sub>3 18<sub>×</sub>6 $8_{x}5$ TBM3 ELEV = 3.97' BOX WITH X ON DOCK 8<sub>×</sub>9 $18_{\times}9$ 7<sub>×</sub>9 7<sub>5</sub>2 713 $10_{\times}2$ 18<sub>×</sub>6 $8_{x}9$ 3.78 → ±3.81 9<sub>×</sub>3 $18_{\times}8$ $8_{\times}4$ 8<sub>×</sub>8 $10_{\times}4$ 18<sub>×</sub>6 $11_{\times}0$ $9_{\times}1$ 18<sub>×</sub>8 8<sub>×</sub>8 $10_{\times}4$ $18_{x}8$ $11_{\times}0$ 10×1 $10_{\times}3$ 18<sub>×</sub>7 $9_{\times}2$ 8<sub>×6</sub> 812 812 $9_{x}0$ 8<sub>×</sub>9 $10_{\times}2$ 18<sub>×</sub>7 10<sub>×</sub>8 11<sub>×</sub>1 8<sub>×</sub>8 8<sub>×</sub>8 $8_{\times}9$ 10<sub>×</sub>0 $9_{\times}4$ $18_{\times}5$ $9_{\times}2$ 10<sub>×</sub>8 18<sub>×</sub>7 10<sub>×</sub>6 11<sub>×</sub>2 10<sub>×</sub>0 $12_{\times}3$ $18_{\times}4$ $9_{\times}4$ 9<sub>×</sub>2 9<sub>×</sub>3×2 $9_{\times}5$ 9<sub>×</sub>8 9<sub>×</sub>8 11<sub>×</sub>4 10<sub>×</sub>8 18<sub>×</sub>7 10<sub>×</sub>7 $9_{\times}9$ $9_{\times}2$ $13_{\times}5$ $18_{\times}2$ 9<sub>×</sub>8 9x5 9x1 $10_{\times}5$ 9<sub>×</sub>8 12<sub>×</sub>8 $18_{\times}6$ 10<sub>×</sub>8 8<sub>×</sub>8 10<sub>×</sub>3 $9_{\times}1$ $13_{\times}5$ $18_{\times}0$ $10_{\times}3$ 9<sub>×</sub>8 $9_{\times}9$ 10<sub>×</sub>8 $13_{\times}2$ $18_{\times}7$ 10<sub>×</sub>8 11<sub>×</sub>4 8<sub>×</sub>9 10<sub>×</sub>4 $9_{\times}1$ $11_{\times}3$ 17<sub>×</sub>9 9<sub>×</sub>7 $9_{x}7$ 10<sub>×</sub>6 $11_{\times}0$ $12_{\times}7$ $9_{\times}4$ 10<sub>×</sub>9 13<sub>×</sub>4 18<sub>×</sub>8 $10_{x}5$ 11<sub>×</sub>6 10<sub>×</sub>4 8<sub>×</sub>9 $17_{\times}7$ $10_{\times}0$ $10_{\times}0$ $9_{\times}5$ 10<sub>×</sub>8 $11_{\times}4$ 11<sub>×</sub>3 $13_{\times}4$ 18<sub>×</sub>7 10<sub>×</sub>6 11<sub>×</sub>9 $10_{\times}4$ $10_{\times}4$ $17_{x}5$ $10_{\times}2$ $9_{\times}9$ $9_{\times}0$ 10<sub>×</sub>3 11<sub>×</sub>6 $8_{\times}6$ 11<sub>×</sub>8 $12_{\times}0$ 10<sub>×</sub>6 13<sub>×</sub>6 $9_{\times}4$ $10_{\times}5$ $9_{\times}4$ $10_{\times}3$ $9_{\times}6$ $12_{x}5$ $16_{\times}4$ $12_{\times}2$ 18<sub>×</sub>4 11<sub>×</sub>5 $10_{\times}5$ 8<sub>×</sub>7 11<sub>×</sub>6 $10_{\times}9$ $16_{\times}9$ 8<sub>×</sub>9 $8_{\times}9$ $10_{\times}4$ $13_{\times}2$ $15_{\times}4$ $18_{\times}2$ 10<sub>×</sub>8 10<sub>×</sub>9 13<sub>×</sub>8 11<sub>×</sub>0 $8_{\times}6$ $9_{\times}9$ 16<sub>×</sub>7 1 1<sub>×</sub>1 8<sub>×</sub>5 8<sub>×</sub>4 $13_{x}5$ $14_{\times}4$ 8<sub>×</sub>6 18<sub>×</sub>4 $10_{\times}4$ 16,6 $18_{\times}5$ $10_{x}5$ $14_{\times}5$ 10×60×3 11<sub>×</sub>3 $12_{\times}2$ $13_{\times}5$ 9×0 $18_{\times}2$ $10_{\times}4$ 10<sub>×</sub>9 10<sub>×</sub>4 8<sub>×</sub>5 $13_{\times}0$ 8<sub>×</sub>8 8<sub>×</sub>4 18<sub>×</sub>0 10<sub>×</sub>6 13<sub>×</sub>8 $12_{\times}6$ 8×8×0 1 1<sub>×</sub>7 17<sub>×</sub>7 10<sub>×</sub>6 $\frac{1}{1} \frac{1}{10} \frac{9}{10} = 10 \times 5$ 10<sub>×</sub>5 $13_{\times}9$ $12_{\times}5$ 8<sub>×</sub>8 11<sub>×</sub>7 17<sub>×</sub>5 $12_{\times}9$ 10<sub>×</sub>2 $12_{\times}0$ 11<sub>×</sub>6 9<sub>×</sub>4 $12_{\times}1$ $17_{\times}2$ $12_{\times}3$ 11<sub>×</sub>1 $12_{\times}1$ Wood Dock (Typical) 11<sub>×</sub>3 8<sub>×</sub>8 11<sub>×</sub>8 12×313\23\6 $17_{\times}0$ 11<sub>×</sub>8 $10_{\times}8$ $11_{\times}2$ 10<sub>×</sub>8 9<sub>×</sub>5 | 11<sub>×</sub>8 $12_{\times}3$ 16<sub>×</sub>8 13\174\1 4×4 11<sub>×</sub>0 11<sub>×</sub>5 || $9_{\times}9$ 10<sub>×</sub>4 11<sub>×</sub>4 10<sub>×</sub>0 11<sub>×</sub>7 $12_{\times}5$ 16<sub>×</sub>7 11<sub>×</sub>8 10<sub>×</sub>5 $14_{\times}6$ $9_{\times}9$ $9_{\times}9$ $11_{\times}2$ 9<sub>×</sub>6 11<sub>×</sub>9 16<sub>×</sub>6 $10_{\times}3$ $14_{\times}6$ 10<sub>×</sub>1 $11_{\times}3$ $9_{\times}4$ 10<sub>×</sub>9 $12_{\times}2$ $16_{\times}5$ 10×0 $14_{\times}5$ 8<sub>×</sub>2 10<sub>×</sub>9 10<sub>×</sub>4 | 10<u>↓</u>3\_ – 11<sub>×</sub>1 10<sub>×</sub>7 $12_{\times}7$ 16<sub>×</sub>6 11<sub>×</sub>5 11<sub>×</sub>4 10<sub>×</sub>4 || $14_{\times}4$ 1 1<sub>×</sub>1 11<sub>×</sub>8 10<sub>×</sub>7 10<sub>×</sub>6 ක්<u>ශ්</u> 9<sub>×</sub>8 12<sub>×</sub>6 $13_{\times}3$ 16<sub>×</sub>5 10 10 10 ₩9<sub>×</sub>2 9×5 agg $14_{\times}4$ 11<sub>×</sub>3 10<sub>×</sub>1 10<sub>×</sub>7 9<sub>×</sub>8 12<sub>×</sub>8 11.9x816<sub>×</sub>3 111<sub>×</sub>1 10<sub>×</sub>8 9×8 $11_{\times}0$ 11<sub>×</sub>6 11<sub>×</sub>0 $14_{\times}3$ 10<sub>×</sub>4 10<sub>×</sub>9 10<sub>×</sub>6 10<sub>×</sub>0 ානු ∂×ි∂ $13_{\times}1$ $16_{\times}1$ ! 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Young, Inc. DESCRIPTION DESCRIPTION REPARED FOR: JOB NO. CLEARWATER MARINA CITY OF CLEARWATER 299 DR. MARTIN LUTHER KING JR. STREET. N. ST. PETERSBURG, FLORIDA 33701 Greg S Nipper HYDROGRAPHIC/TOPOGRAPHIC SURVEY SHEET NO. PHONE (727) 822-4317 FAX (727) 822-2919 GSN 04/02 HECKED BUSINESS ENTITY LB21 WWW.GEORGEFYOUNG.COM ELD BOOK CIVIL & TRANSPORTATION ENGINEERING | ECOLOGY | GIS | LANDSCAPE ARCHITECTURI OF HYDRO 41 PLANNING SURVEYING SUBSURFACE UTILITY ENGINEERING SECTION 8, TOWNSHIP 29S., RANGE 15E. GAINESVILLE # LAKEWOOD RANCH # ORLANDO # ST PETERSRURG # TAME

