San Elijo Ocean Outfall 2021 Inspection Report

February 22, 2022

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1 Project Summary

Marine Taxonomic Services, Ltd. (MTS) performed the Year 2021 San Elijo Ocean Outfall inspection at the request of the San Elijo Joint Powers Authority (SEJPA) on February 1, 2022. Due to scheduling conflicts, inclement weather, and equipment issues the field work could not be scheduled in 2021 and so it was performed at the first opportunity in 2022. MTS provided SEJPA with the range of services noted in the Request for Proposals (RFP). The inspection involved diver examination of the outfall from the end cap to burial at shore, evaluation of exposed portholes, evaluation of cathodic protection at exposed anodes, kelp clearing, a pile support survey, and diffuser section survey.

Photo and video documentation were collected along the entire outfall. The purpose of the inspection was to look for evidence of spalling of the exposed concrete surfaces, cracks or other signs of wear or degradation of the outfall structure. This includes inspecting joint integrity for leaks or evidence of degradation, inspecting diffuser flow, evaluating for other potential hazards and checking attrition or the loss of efficacy of the pipe ballast material.

In general, the San Elijo Ocean Outfall was found to be in excellent overall condition. All areas of the pipeline were stable, and the ballast showed minimal signs of movement based on the diver survey. The outfall showed no signs of spalling, rust staining, or cracking. No leaks were detected. Anodes on the exposed portholes were in good condition and have greater than 50% remaining life expectancy. The pile support section of the outfall was about 3/4 buried with sand. All exposed metallic structures are currently protected. Porthole 4 and 5 were not able to be inspected as they were buried in shell hash and could not be excavated for inspection. The inspection team tried to excavate the porthole covers but could not do so and will require a separate effort to complete excavation. Additionally, numerous large California spiny lobsters (*Panulirus interruptus*) were found along the base of the pipe, most predominantly in the diffuser portion of the pipe, where it appeared they had cleared out substrate to create burrows for hiding.

2 Project Background

The San Elijo Ocean Outfall was commissioned in 1965 to discharge treated effluent from the San Elijo Water Reclamation Facility (formally known as the San Elijo Water Pollution Control Facility). In 1974, the Hale Avenue Resource Recovery Facility was connected to the original outfall structure, and the outfall was extended to its current length of 8,000 feet. Given environmental regulations regarding discharges into marine waters and increasing demands on the infrastructure over the past 4 decades, it has been imperative that the pipeline be maintained and monitored for potential damage. To this end, the San Elijo Joint Powers Authority (SEJPA) has contracted numerous surveys of the outfall pipeline. This report presents the results of the 2021 survey performed by MTS. Given the large volume of information collected during previous monitoring events, it would be inappropriate to compile this report without including data and information presented in previous reports. For this reason, some of the language, figures, and data presented in this report originated from previous monitoring reports prepared for the SEJPA. The contribution of numerous individual Thales Geosolutions, Inc. reports are acknowledged here but are not cited in this document. The reports and their contents are the property of the SEJPA.

3 Introduction

The SEJPA contracted MTS to complete the Year 2021 San Elijo Ocean Outfall inspection. Diving operations were conducted on February 1, 2022. Data analyses immediately followed the field effort. The inspection effort included the following elements:

- General diver overview inspection of the outfall corridor from the end cap to burial inshore attentive to the following criteria: Evidence of spalling of the exposed concrete surfaces, cracks or other deficiencies in the outfall, joint integrity, leaks or evidence of degradation, potential hazards, attrition or the loss of efficacy of the ballast material as a result of physical, biological, or geological processes, scouring of the nearby marine sediments, and manmade debris;
- Inspection of portholes;
- Evaluation of cathodic protection at exposed anodes;
- Clearing kelp that hindered inspection activities or threatened the ballast material;
- Photographic and video documentation;
- Pile support survey;
- Zinc anode replacement;

Procedures, results, analyses, and implications are reviewed here for all elements comprising this project. This report also contains background information regarding the San Elijo Ocean Outfall and a discussion of oceanographic processes (Appendix A) that could affect its structural integrity. Digital video and still images support written descriptions. Full copies of the video records are included on DVD with this report. Representative photographs are included as Appendix B.

3-1 Outfall Configuration

The San Elijo Ocean Outfall carries treated effluent from the San Elijo Water Reclamation Facility and the Hale Avenue Resource Recovery Facility. It is then transported through the outfall and discharged into the ocean; the discharge is approximately one-and one-half miles from shore at an approximate water depth of 150 feet. The general location of the outfall is shown in Figure 1.

Construction of the original San Elijo Ocean Outfall was completed in 1965. It consisted of a 30-inch diameter reinforced concrete pipeline terminating approximately 4,000 feet offshore. Effluent was discharged at a water depth of 60 feet below the Mean Lower Low Water (MLLW) datum. In 1974, the outfall was extended to a water depth of 150-feet MLLW, approximately 8,000 feet offshore using 48-inch diameter reinforced concrete pipe. The diffuser ports in the original 30-inch diameter line were blocked with fiberglass covers at the completion of the extension. Effluent is presently discharged through a single 1,176-foot-long diffuser section that is composed of two hundred individual two-inch nominal diameter diffuser ports at the end of the 48-inch extension.

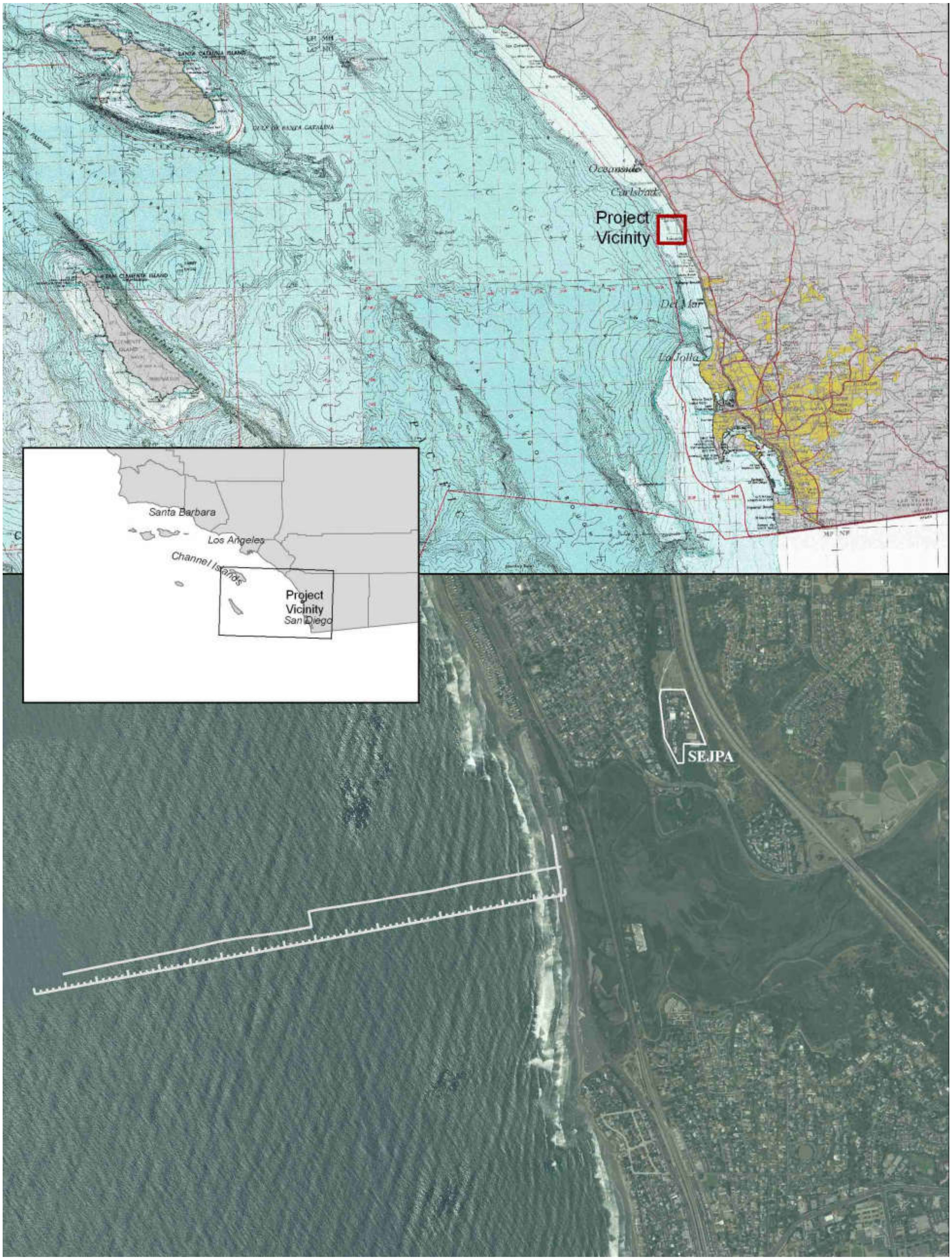

Figure 1. Map displaying San Elijo Joint Powers Authority (SEJPA) location relative to project vicinity.

Several projects have been executed to keep the outfall in a stable, clean, and efficient operating condition. Reballasting projects were conducted inshore of the 55-foot isobath in 1982, 1987, 1993, 1996 and 2005 to replace ballast that had been moved away from the outfall by ocean processes. The erosion of beach sediments from the shoreline, which is occurring all along the southern California coast, has caused exposure and undermining of the most inshore portion of the outfall that was previously buried well beneath the beach sand. To secure this vulnerable stretch of pipe, the pipe was clamped to piles driven into the surrounding sediments in the summer of 1992. In late 1993, additional ballast was placed around the pipe between the water depths of 55 and 85 feet. This 1993 reballasting spans the deepest portion of the 30-inch pipe, including the old diffuser section, and the shallow portion of the 48-inch pipe. The new large ballast replenished and augmented the original four-inch quarry rock that was placed around the outfall at the installation of the pipeline. Prior to placing the ballast in 1993, the fiberglass covers that had previously sealed the diffuser ports in the 30-inch leg of the outfall were all replaced by titanium expansion plugs.

The 1996 reballasting project stabilized the inshore zone of the ballast pile where a significant drop in the sand level had caused the ballast to move away from a protective position around the pipe. The zone where the pipeline support transitions from pile/clamp assemblies to rip-rap ballast was significantly enhanced, creating an overlap between the two support systems. In addition, several areas within two hundred feet of this transition that had exhibited low ballast coverage were augmented.

The 2005 reballasting project included the replacement of zinc anodes used to protect metal supports and access ports, replacement of ballast rock that had shifted away from the structure due to ocean currents and wave energy and the cleaning of the diffuser ports at the end of the structure. Construction commenced in September 2005 and was completed by mid-October 2005. More than 7,365 tons of ballast rock was placed along the length of the outfall and the outfall's 200 diffuser ports were cleaned.

4 Methods and Materials

Numerous techniques were incorporated in executing the current inspection tasks, which were tactically arranged to maximize diver efficiency. Dive staff worked from deep water to shallow in the interest of maximizing bottom time and minimizing decompression time at the end of the dive.

4-1 Vessel

The MTS marine research vessel, The Koffler (Figure 2), was mobilized for the outfall inspection. The Koffler, a 22-ft aluminum survey vessel, was selected as the diving platform. The vessel was equipped with all essential diving, safety, navigation, and inspection equipment.

Figure 2. MTS marine research vessel, The Koffler.

Mobilization of the Koffler was completed on January 31, 2022 at the San Marcos, CA MTS office. The vessel was then transported to and launched at Oceanside Harbor. After every launching of the survey vessel, all equipment was inspected to ensure that it was in working order.

4-2 General Diver Inspection

MTS conducted a general overview inspection of the entire exposed portion of the outfall from the end cap toward shore. During operations, diving staff was attentive to the following criteria:

- Evidence of spalling of the exposed concrete surfaces;
- Cracks or other deficiencies in the outfall;
- Joint integrity;
- Leaks or evidence of degradation;
- Potential hazards;
- Attrition or the loss of efficacy of the ballast materials as a result of physical, biological, or geologic processes;
- Grading of ballast according to size as a result of oceanographic forces;
- Scour of the nearby marine sediments; and
- Man-made debris;

General pipeline inspection was achieved by divers with the use of rebreathers. Shallow water portions of the diver survey were completed by SCUBA. A two-person dive team swam with a hand-held video camera on each side of the pipeline. The divers operated a Nikon Coolpics AW130 and a Go-Pro digital video camera.

4-3 Porthole Inspection

A visual evaluation was conducted of the exposed surfaces for mechanical/structural integrity including examination for leaks, fractures, gasket seal integrity, concrete spalling, etc. The sacrificial anodes were inspected for signs of unusual degradation. There are five portholes along the original 30-inch diameter portion of San Elijo Ocean Outfall. These portholes consist of a circular, Ni-Resist cast iron plate bolted to a flanged riser. A 5/16-inch-thick gasket, composed of neoprene, creates a seal between the cover and the flange. Sacrificial zinc anodes provide cathodic protection to the exposed metallic surfaces of the porthole covers and risers. All exposed portholes were inspected and are in good condition.

4-4 Pile Support Survey

In 1993, thirty-five pile-support assemblies were installed around the pipe between stations 4+41 and 9+69. Piles were driven through the sand to underlying bedrock on both sides of the pipe. Clamps between each pair of pile supports were bolted securely around the pipe and grouted to the piles in pile boxes. Anodes were welded to the pile boxes to provide cathodic protection to the metallic clamps and the piles. In 2005, additional anodes were clamped onto exposed pile supports but broke loose because of poor construction. Roughly each year, broken or exhausted anodes are replaced if the anodes are exposed. A complete visual inspection of the metal pipe shield and the pile supports exposed at the time of the survey was performed.

4-5 Diffuser Port Inspection

The diffuser port inspection was completed by visually observing each port while diving on rebreather. The divers start at diffuser port #1 located at the terminal end of the endcap structure where there is a single port on the northern and southern side of the end cap structure and swim inshore visually inspecting each sequential port on the northern and southern side of the diffuser pipe segment. The divers visually observed a total of 200 diffuser ports, 100 on the northern side and 100 on the southern side of the diffuser port segment of the pipe. Each diffuser port was inspected for the presence of biofouling and any other obstructions that may interfere with the proper function of the diffuser port.

5 Results

5-1 General Diver and Deep Inspection

During this present inspection, a visual examination of San Elijo Ocean Outfall's reinforced concrete pipeline was completed on all exposed portions. The condition of the visible portions of the pipeline was generally found to be good. There was no evidence of spalling, cracking or other deficiencies in the concrete pipe. All observed joints were in alignment with no evidence of leaks. There were minimal debris items that could potentially affect the pipeline. Biofouling, or the undesirable accumulation of microorganisms, plants and animals on artificial surfaces, of the deeper pipeline sections was minimal and not expected to have an impact on the pipeline. No giant kelp was found growing on the pipeline or ballast. Finally, there was no evidence of oceanographic impacts to marine sediments or ballast along the pipeline.

There was one notable observation with regards to spiny lobster. Spiny lobster abundance has increased with greater numbers of lobster and larger individuals observed since the San Elijo Outfall has been included in the Swamis State Marine Conservation Area. During the current survey numerous lobsters were observed in holes beneath the outfall in the deep section that is not ballasted. While the amount of material excavated is minimal compared to the total area of seafloor the pipeline rests on, the slow movement of material by lobster over time could reduce the contact area with the seafloor and increase the stress on the pipeline.

5-2 Porthole Inspection

All portholes that could be observed were inspected. Portholes 4 and 5 could not be excavated from the overlying shell hash and could not be inspected. Portholes 4 and 5 were covered by greater than a one-foot thick layer of shell hash that has sluffed down from the adjacent ballast rock placed in 1993. The dive team could not remove enough of the shell hash to inspect the cover or the anode. Portholes 4 and 5 require excavation and will require a separate dive effort to inspect and check the cathodic protection.

Visual inspection of the portholes 1-3 revealed the portholes and associated zinc anodes to be in fair to good condition (Figure 3). There were no signs of concrete spalling, leaks, or fractures. Cathodic protection (CP) readings on zinc anodes were also conducted and the anodes were cleaned of oxidized material and fouling organisms. Data from the 2021 survey, as well as for CP readings from the previous three years of surveys, are presented in Table 1. All readings indicate that porthole covers are currently being protected by the anodes.

All of the exposed portholes were estimated to have a 0.1-inch-thick corrosion layer. Porthole 1 had a 2-inch-thick biofouling layer. Porthole 2 and porthole 3 had a 1-inch and 0.5-inch-thick biofouling layer, respectively. All exposed portholes are shown in the video data provided with this report. Locations where shell hash obscures portholes 4 and 5 can also be seen in the video.

Figure 3. Porthole 3 cover with zinc anode with approximately 50% remaining life expectancy.

Table 1. Cathodic protection (CP) readings and associated % estimated remaining anode mass results from the 2016-2021 porthole surveys. Readings were not taken in 2018 or 2020. "N/A" indicated portholes that could not be observed. Estimated anode remaining increased from 2017 to 2019, however anodes were not replaced between surveys.

Porthole #	2016		2017		2019		2021	
	CP VDC	% Estimated Remaining Anode Mass	CP VDC	% Estimated Remaining Anode Mass	CP VDC	% Estimated Remaining Anode Mass	CP VDC	% Estimated Remaining Anode Mass
1	-1.130	>60%	-1.035	>50%	-0.957	>60%	-0.994	>60%
2	-0.980	>60%	-1.025	>50%	-0.941	>60%	-1.010	>60%
3	-1.040	>60%	-0.993	>50%	-1.011	>60%	-1.032	>60%
4	-0.970	>60%	-	-	-0.975	>60%	N/A	N/A
5	-0.950	>60%	-	-	-0.970	>60%	N/A	N/A

5-3 Pile Support Survey

Efforts were made to locate pile supports that were partially exposed, pile supports were recorded unless buried. The video inspection of the pile supports was difficult given visibility in the shallow water where turbidity was high. Only the four offshore pile supports, supports 35-32 were exposed. One anode was replaced on pile 35, the second anode on pile 35 had greater than 70% remaining life expectancy and was cleaned. Two anodes were replaced on pile 34 because both anodes had less than 20% remaining life expectancy. One anode was replaced on pile 33, the second anode had greater than 50% remaining life expectancy and was cleaned. Two anodes were replaced on pile 32, both anodes had less than 20% remaining life expectancy. The anode was replaced on the pipe protection cowling. CP reading data from the 2021 survey, as well as CP readings from the previous three years of surveys, are presented in Table 2. Readings are after any performed cleaning and replacements.

Table 2. Cathodic Protection (CP) readings and associated % estimated remaining anode mass results from the 2016-2021 pile support surveys. Readings were not taken in 2018 or 2020.

Pile Support #	2016		2017		2019		2021	
	CP VDC	% Estimated Remaining Anode Mass	CP VDC	% Estimated Remaining Anode Mass	CP VDC	% Estimated Remaining Anode Mass	CP VDC	% Estimated Remaining Anode Mass
1	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
2	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
3	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
4	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
5	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
6	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
7	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
8	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
9	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
10	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
11	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
12	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
13	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
14	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
15	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
16	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
17	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
18	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
19	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
20	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
21	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
22	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
23	-1.010	>70/70%	Buried	Buried	Buried	Buried	Buried	Buried
24	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
25	-0.980	>80/80%	Buried	Buried	Buried	Buried	Buried	Buried
26	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
27	-0.940	>90/30%	Buried	Buried	Buried	Buried	Buried	Buried
28	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
29	-0.910	>70/70% And >20/20%	Buried	Buried	-1.005	100%	Buried	Buried
30	Buried	Buried	Buried	Buried	Buried	Buried	Buried	Buried
31	-0.950	>50/50%	-0.950	>40/50%	-0.991	100%	Buried	Buried
32	-0.930	>50/50%	-0.939	>50/50%	Buried	Buried	-0.942	100/100%
33	-0.950	>40/40%	-0.950	>40/40%	-1.007	100%	-1.011	>50/100%
34	Buried	Buried	-1.005	>50/50%	-0.979	100%	-1.001	100/100%
35	-1.000	>50/50%	-0.950	>40/40%	-1.004	100%	-1.008	>70/100%
Pipe Protection Cowling	-0.890	>40%	-0.872	>30%	-0.960	100%	-0.982	100%

5-4 Diffuser Port Inspection

Divers visually observed all 200 diffuser ports along the diffuser section of the outfall pipe. The presence of biofouling or any kind of notable obstruction was not observed. Diffuser ports 1 on the northern and southern side of the end cap structure were not flowing, however this is the typical condition for these diffuser ports and was not considered to be blocked by any form of obstruction. These "ports" are in the end structure and are not drilled all the way through to the pipeline. All other diffuser ports appeared to be in proper working function with observable flow coming out of the diffuser ports. Each of the diffuser ports in shown in the video survey results included with the submission of this report.

6 Summary and Recommendations

The following points summarize the major findings of this inspection:

- In general, the San Elijo Ocean Outfall was found to be in excellent overall condition.
- Ballast rock on the pipeline showed no significant signs of movement since the last reballasting project.
- The outfall showed no signs of spalling, rust staining, or cracking.
- One anode was replaced on pile 35, the second anode on pile 35 had greater than 70% remaining life expectancy.
- Two anodes were replaced on pile 34, both anodes had below 20% remaining life expectancy.
- One anode was replaced on pile 33, the second anode had greater than 50% remaining life expectancy.
- Two anodes were replaced on pile 32 because both anodes had below 20% remaining life expectancy.
- One anode was replaced on the pipe protection cowling.
- Anodes that were observed at portholes were in good condition and have greater than 50% remaining life expectancy where these were visible and could be inspected.
- No giant kelp was found growing on the pipeline or ballast.
- The 4 exposed pile supports surveyed during this inspection were found to be cathodically protected but in need of service as noted above.
- All diffusors were flowing well.
- Numerous large California spiny lobsters were found along the base of the pipe where it appeared they had cleared out substrate to create burrows for hiding in.

The following items are recommendations for continued structural integrity and environmentally safe operation of the San Elijo Ocean Outfall. Some of the comments made below were mentioned in previous reports, but are included again because they are still valid points.

6-1 Specific Recommendations

- Excavation of porthole 4 and 5 are proposed to remove shell hash on top of the portholes that prevented observation and collection of CP readings.
- Continue to perform routine ROV or rebreather-based dive survey of the diffuser section of the outfall pipe as needed to clear any blocked ports.
- Continue to survey for and cut kelp on the pipeline and ballast pile as warranted so further ballast is not moved away from the pipeline.

- Monitor for re-emergence of all inshore pile support structures and complete structural inspection and addition of anodes once these re-emerge from the littoral sands. They seem to be the most exposed in the winter months such that a survey following a winter storm might allow for additional inspection and service.
- Continue to monitor the presence of “lobster burrows” and possible loss of pipeline bedding material during future surveys.

6-2 General Recommendations

- Continue to perform “rapid-response” overview inspections after periods of extremely high surf or earthquakes in order to identify damage and potential for failure due to scour, high-velocity currents, or major seafloor movements.
- During future inspections, anodes should be replaced when they become ineffective against preventing corrosion to pipe and pile structures.
- Continue preventative maintenance and detailed inspections of the entire pipeline using SCUBA, rebreather, and/or ROV surveys.

Appendix A: Important Oceanographic Processes

General Oceanographic Forces and Processes

(Adapted from prior Thales GeoSolutions Pacific, Inc. reports)

Several phenomena within the ocean environment exert a significant influence on the San Elijo outfall and ballast material. These processes include the hydrodynamic forces due to waves, longshore currents, and sediment transport. The arrival of large waves from local or distant storms increases localized water particle velocities, amplifies the effects of these processes and is capable of damaging the outfall. Each of these phenomena will be discussed in general terms and as they might apply to the San Elijo Ocean Outfall.

Waves and Currents

Beneath deep-water waves, water particles move in a circular orbit. The water particle velocity decreases with depth; the maximum depth of wave-induced particle motion is a function of wave height and period. The larger the wave and longer the period, the deeper the effects of the wave are felt in the water column. As a wave advances toward shore and enters shallow water, it begins to experience the effects of friction with seafloor. The frictional interaction of waves with the seafloor modifies the waveform, causing the wave height to increase, the wavelength to decrease, and the circular orbit of the particles to become increasingly elliptical. As each wave progresses into shallower water, it eventually reaches a height where the wave will break, which typically occurs in a depth of water with is nearly 1.3 times the height of the wave. The highest energy release occurs where waves are breaking. It is in this high-energy area that a pipeline is most likely to be damaged during a storm.

In addition to the wave-induced oscillatory particle motion, waves approaching a straight coastline at an angle can generate a steady longshore current. This longshore current is largely responsible for the erosion and longshore transport of sediment. The impact of this current and sediment load directly affects any structure, which could interrupt the current flow. At San Elijo, current is generally southward from November through April due to the arrival of waves generated by persistent north and northwest winds from large North Pacific storm systems. The longshore current direction occasionally reverses itself during the remaining months due to exposure to Southern Hemisphere swell or infrequent tropical storms. Other components of the nearshore current include tidal currents with semi-diurnal reversing of the onshore/offshore and upcoast/downcoast flow, regional oceanic circulation patterns, and currents produced by local winds such as sea breeze or thunderstorms and squalls. The combination of these wave- and current-related forces make the nearshore a very dynamic environment in terms of sediment transport and generating forces with act on costal structures.

Hydrodynamic Forces

Dynamic forces acting on a submerged object are comprised of the direct impact of the water particles against the object, varying hydrostatic pressure as a wave passes, and the lift/drag forces caused by increased fluid velocities over and around the object. Currents generated by waves can cause movement of the entire water mass, which can cause forces similar to a flowing river. The flow over the top of the San Elijo outfall can cause lift forces due to pressure gradients and drag on the pipe in the direction of the current flow. The lift caused by currents, coupled with the increased oscillation lift associated with localized water particle velocities and drag forces, can cause large objects such as ballast rock to move as a wave passes.

Liquefaction

Shock from breaking ocean waves or earthquake surface waves can cause unconsolidated, water-saturated sediments to go into suspension. This process, called liquefaction, results in the sediment losing its shear strength and therefore it ability to support higher density objects. This process causes objects such as ballast rock resting on the liquefied area to settle.

Sediment Scour and Transport

The forces discussed in previous sections apply to sediments as well as to an ocean outfall pipe. Longshore sediment transport and seasonal beach migration (inshore/offshore) occur when the water particle velocity is great enough to suspend sediment particles and transport them in agitated water as suspended-load and bed-load. The suspension and movement of unconsolidated sediments in the water column may result in lower bottom elevation. Eroded sand may or may not be re-deposited at the same level, depending on the resultant mean current and the up-current sediment supply.

Coastal Sediment Transport and Erosion

The transport of sediment parallel to the shore along Southern California beaches is due primarily to the longshore current generated by waves breaking at an angle to the coastline. The majority of the transport occurs within the littoral zone, extending from shore to just beyond the seaward limits of the breaker zone. The Southern California coast can be divided into a series of cells between the natural features of headlands and submarine canyons (Figure 5-1). At a headland or promontory, the upcoast supply of sand is effectively blocked or deflected offshore into deeper water and lost to the system. Similarly, submarine canyons capture the beach sand and channel it offshore into deeper water where it is also permanently lost to beach replenishment.

The local littoral sediment budget determines whether the coast is likely to experience net erosion or deposition. A beach may be considered to be in a state of equilibrium if the longshore transport into a cell or coastal segment equals the transport out of the cell. However, the coast is a dynamic environment with naturally occurring periods of erosion and deposition. Thus, an imbalance in the budget is difficult to predict due to uncertainty in estimating the magnitude of the various sediment sources and losses. The primary sources of beach material are longshore transport from upcoast segments, river transport, sea cliff erosion, onshore transport, dredging, and sand bypass at harbor entrances. The primary losses of beach material are longshore transport out of area, offshore transport, deposition within submarine canyons, accumulations at harbor entrances, and mining. In general, the contribution of sediment from river transport and runoff has been significantly reduced by the construction of dams and reservoirs. Lagoons normally contribute little to the coastal sediment budget and many actually constitute a net sediment loss. River-transported sediments deposited in shallow coastal lagoons are not normally available to nearby beaches unless there is sufficient tidal exchange to suspend and transport sand-size particles. In some instances, tidal currents may carry sediment into a lagoon where it is deposited due to lower velocity. The exception to this may occur after periods of heavy rainfall when the increased flow due to excessive runoff and coastal flooding may flush deposited sediments onto adjacent beaches.

The Oceanside Littoral Cell extends from Dana Point to the Scripps-La Jolla Submarine Canyon, which is a distance of approximately 50 miles. Within this cell, the net annual transport is toward the south due to the prevailing wind and wave direction from the northwest during October/November through April/May. During the summer months, the arrival of swell from Southern Hemisphere or tropical storms can reverse the longshore current, producing periods of northward longshore transport. The estimated annual transport offshore through Scripps-La Jolla Submarine Canyon of 260,000 cubic yards is roughly equivalent to the total littoral transport reaching the adjacent upcoast beach (Chamberlain, 1964). Surveys within the Carlsbad Submarine Canyon concluded that it was not currently an active site of beach material loss. No other canyons affect the Oceanside Littoral Cell.

U.S. Army Corps of Engineers studies have suggested the division of littoral cells into segments or subcells based on the following criteria:

Distinctive sediment characteristics due to natural or man-influenced processes such as beach nourishment programs;
Known natural (lagoons and submarine canyons) or man-made (jetties and breakwaters) barriers to littoral sand transport.

The eight-mile-long costal segment between San Marcos Creek at Batiquitos Lagoon and the San Dieguito River includes the communities of Leucadia, Encinitas, Cardiff and Solana Beach. Based on data from 1954 through 1988, the sea cliffs in this area have retreated an average of approximately 0.1 to 0.2 feet per year. This sediment source contributes relatively small amounts of sand, gravel and cobble to the coastal sediment budget. Analysis of aerial photographs and beach profiles for the 50-year interval from 1938 through 1988 showed a nearly stable shoreline position, indicating a close balance in the sediment budget. The normal seasonal onshore/offshore sediment transport and localized changes near the outfall due to the effects of severe storm events or scour are not reflected in the long-term average.

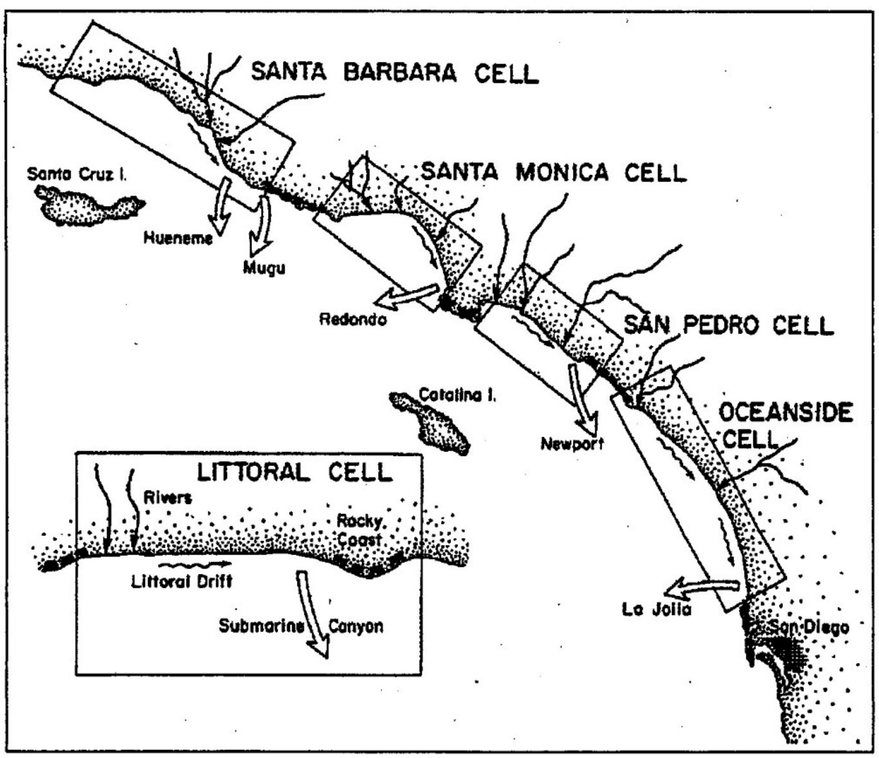

Figure 5-1 Southern California Coast Littoral Transportation Cells

Scour

Depletion of sediment occurs adjacent to offshore structures that have readily transportable sediment near their perimeters. This localized depletion of sediment around an object is called scour. Flow velocity increases as it passes around the edge of a structure, causing a localized increase in the energy proportional to the square of the velocity. This increased energy allows water to transport more sediment and larger size particles. In the case of the San Elijo Ocean Outfall, the sediment typically available for transport is sand. Therefore, at the toe end of a ballast pile, or the outfall terminus, flow passes around stationary or non-transportable material, the area will be more susceptible to scour.

Scour around an outfall can also be noted on a larger scale as differences in bottom elevation of the nearfield sediment distribution around a pipe and ballast pile. On the up-current side of the pipe, the seawater slows down as it approaches the ballast pile and loses some of its energy. As a result, its ability to transport sediment is reduced, thus causing deposition on the up-current side of the pipe. As fluid passes over the pipe and ballast pile it gains energy but not enough to displace correctly designed ballast. As the seawater leaves the down-current edge of the ballast pile, its energy is increased because of the turbulence around the ballast pile and a return to non-deflected flow. This increased energy level enhances the ability to transport sediment. Thus, sediment deposited at the ballast pile is re-suspended and transported away, which results in a lower level of sand on the down-current side. This same phenomenon is typically visible around a jetty where the up-current side experiences buildup of material and the down-current side shows a loss of material.

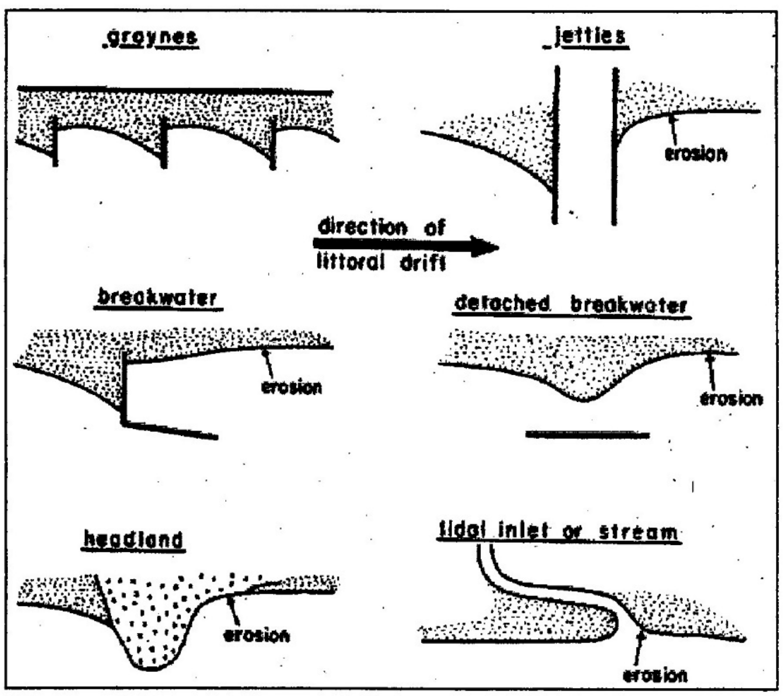

Figure 5-2 Deposition and erosion due to interruption of longshore transport

Scour results in the loss of sand around the toe of the ballast pile, around the pipe, and supporting structures where no ballast exists. Excessive scour can lead to ballast pile setting or collapse and weakened support foundation, which eventually may result in unsupported spans of pipe.

Metallic Corrosion

The galvanic process commonly referred to as corrosion arises when two dissimilar metallic alloys or different areas of the same metal are immersed in an electrolyte (e.g., generally a liquid capable of conducting electricity such as seawater). The connection created between the two metals that has a sufficient voltage potential different to initiate an oxidation reaction. The location of this reaction is known as the anode and is characterized by a negative charge. Once liberated, electrons flow as current through the metallic pathway to a more positively charged region within the cell and begin to generate a reductive reaction at an area known as the cathode.

The circuit is completed by the migration of hydroxide ions from the cathodic region to the anode. The major point of interest is that the rate at which these reactions occur is governed in large part by the rate at which oxygen can be reduced at the cathode. In basic terms, this means that the reduction rate and thus the rate of corrosion are controlled by the amount of dissolved oxygen available in the water column.

Metals immersed in seawater are susceptible to corrosion due to galvanic action, which produces an electrical current in an electrolyte (conducting) solution. Seawater is an electrolyte since it contains a significant percentage of chlorine ions found in solution. More specifically, there are approximately 35 grams of dissolved salt per kilogram of seawater. Sites on the surface of the metal where corrosion or oxidation (electron loss) is occurring are referred to as anodes. The chemical reaction at an anode results in the production of metal ions and free electrons. These electrons pass through the seawater to other sites (referred to as cathodes) where a reaction (electron gain) is occurring. Metal ions can go into solution or react to form corrosion products such as oxides on the surface of the metal, forming the classic reddish-brown rust commonly observed.

All exposed metallic fixtures on the outfall, including the steel pipeline, are susceptible to corrosion. The rate of corrosion can be significantly reduced by attachment of sacrificial zinc alloy anodes. Zinc has a higher corrosion potential than most metals and therefore the resulting loss of material is from the zinc anode and protected parts remain relatively inert.

Kelp Settlement and Growth

Kelp (*Macrocystis sp*.) is a marine alga, which grows in the Shallow Littoral Zone. It grows on hard substrate such as rocks, boulders, outcrops, concrete, and pipeline ballast rock. Substrate attachment is by means of a rhizome-like base called a holdfast. Under suitable nutrient, light, and thermal conditions, kelp plants grow to lengths in excess of 200 feet, with daily growth rates in excess of one percent of plant size. The major parts of a kelp plant are:

Holdfast – Base that anchors the kelp to the ocean floor;
Stipe – A stem-like section that connects the pneumocysts and blades to the holdfast;
Pneumatocyst – A small, ball-like, gas-filled float between the stipe and the blades, which provides buoyancy;
Blades – Leaflike sections, 0.8 feet to 1.3 feet long and approximately 0.2 feet wide.

Multiple stipes can grow from a single holdfast clump. Kelp has considerable buoyancy and drag potential in the water column.

The entire kelp plant is quite elastic, allowing it to survive high-energy sea conditions. However, under extreme wave and current conditions, a stipe may break and the plant will float away if the stipe elasticity and strength are exceeded by drag forces. Under certain conditions at very low ocean-energy levels, the entire kelp plant, including the holdfast, can be transported away. This occurs when the substrate to which the kelp has attached has insufficient mass to anchor the kelp. Obviously, the smaller the ballast rock, the easier it is for individual kelp plants to carry it away from an outfall. While inspecting San Elijo outfall prior to the most recent reballasting, previous inspectors witnessed kelp growing on small units of ballast in the sand field away from the pipeline. Following reversal of tidal current direction, those same plants were found alongside the pipeline. By this process, a ballast pile can be significantly depleted even during moderate wave conditions if the ballast is not of a suitable size to prevent its removal by kelp drag.

Appendix B: Survey Photos and Video Log

Video Notes

South Flange

Flange #	Notes	Lobsters Present	Flange #	Notes	Lobsters Present
SF1	Unremarkable.	N	**SF53**	Evidence of clearing and excavation from Lobsters.	Y
SF2	Unremarkable.	N	**SF54**	Evidence of clearing and excavation from Lobsters.	Y
SF3	Unremarkable.	N	**SF55**	Evidence of clearing and excavation from Lobsters.	Y
SF4	Unremarkable.	N	**SF56**	Evidence of clearing and excavation from Lobsters.	N
SF5	Unremarkable.	N	**SF57**	Unremarkable.	N
SF6	Unremarkable.	Y	**SF58**	Evidence of clearing and excavation from Lobsters.	Y
SF7	Unremarkable.	N	**SF59**	Unremarkable.	N
SF8	Unremarkable.	N	**SF60**	Unremarkable.	N
SF9	Unremarkable.	N	**SF61**	Evidence of clearing and excavation from Lobsters.	N
SF10	Unremarkable.	Y	**SF62**	Evidence of clearing and excavation from Lobsters.	Y
SF11	Unremarkable.	Y	**SF63**	Unremarkable.	N
SF12	Unremarkable.	N	**SF64**	Evidence of clearing and excavation from Lobsters.	N
SF13	Unremarkable.	N	**SF65**	Evidence of clearing and excavation from Lobsters.	Y
SF14	Unremarkable.	Y	**SF66**	Evidence of clearing and excavation from Lobsters.	N
SF15	Unremarkable.	N	**SF67**	Unremarkable.	N
SF16	Unremarkable.	Y	**SF68**	Evidence of clearing and excavation from Lobsters.	Y
SF17	Unremarkable.	N	**SF69**	Unremarkable.	N
SF18	Evidence of excavation from Lobsters.	Y	**SF70**	Unremarkable.	N
SF19	Evidence of excavation from Lobsters.	Y	**SF71**	Unremarkable.	N
SF20	Unremarkable.	N	**SF72**	Unremarkable.	N
SF21	Unremarkable.	N	**SF73**	Unremarkable.	N
SF22	Unremarkable.	N	**SF74**	Unremarkable.	N
SF23	Unremarkable.	Y	**SF75**	Unremarkable.	N
SF24	Unremarkable.	Y	**SF76**	Unremarkable.	N
SF25	Unremarkable.	N	**SF77**	Unremarkable.	N
SF26	Unremarkable.	N	**SF78**	Unremarkable.	N
SF27	Unremarkable.	N	**SF79**	Unremarkable.	N

SF28	Unremarkable.	N	**SF80**	Unremarkable.	N
SF29	Unremarkable.	N	**SF81**	Unremarkable.	N
SF30	Unremarkable.	N	**SF82**	Unremarkable.	N
SF31	Evidence of excavation from Lobsters.	Y	**SF83**	Unremarkable.	N
SF32	Unremarkable.	N	**SF84**	Unremarkable.	N
SF33	Unremarkable.	N	**SF85**	Unremarkable.	N
SF34	Unremarkable.	N	**SF86**	Unremarkable.	N
SF35	Unremarkable.	N	**SF87**	Unremarkable.	N
SF36	Unremarkable.	N	**SF88**	Unremarkable.	N
SF37	Unremarkable.	Y	**SF89**	Unremarkable.	N
SF38	Unremarkable.	Y	**SF90**	Unremarkable.	N
SF39	Unremarkable.	Y	**SF91**	Unremarkable.	N
SF40	Evidence of excavation from Lobsters.	Y	**SF92**	Unremarkable.	N
SF41	Evidence of excavation from Lobsters.	Y	**SF93**	Unremarkable.	N
SF42	Evidence of clearing and excavation from Lobsters.	Y	**SF94**	Unremarkable.	N
SF43	Evidence of clearing and excavation from Lobsters.	Y	**SF95**	Unremarkable.	N
SF44	Unremarkable.	Y	**SF96**	Unremarkable.	N
SF45	Evidence of excavation from Lobsters.	Y	**SF97**	Unremarkable.	N
SF46	Evidence of excavation from Lobsters.	Y	**SF98**	Unremarkable.	N
SF47	Unremarkable.	N	**SF99**	Unremarkable.	N
SF48	Evidence of excavation from Lobsters.	Y	**SF100**	Unremarkable.	N
SF49	Unremarkable.	N	**SF101**	Unremarkable.	N
SF50	Unremarkable.	N	**SF102**	Unremarkable.	N
SF51	Evidence of clearing and excavation from Lobsters.	Y	**SF103**	Unremarkable.	N
SF52	Evidence of clearing and excavation from Lobsters.	Y			

North Flange

Flange #	Notes	Lobsters Present	Flange #	Notes	Lobsters Present
NF1	Unremarkable.	N	**NF53**	Evidence of excavation from Lobsters.	N
NF2	Unremarkable.	N	**NF54**	Evidence of excavation from Lobsters.	N
NF3	Unremarkable.	Y	**NF55**	Evidence of excavation from Lobsters.	N
NF4	Evidence of excavation from Lobsters.	Y	**NF56**	Evidence of excavation from Lobsters.	N
NF5	Evidence of clearing and excavation from Lobsters.	Y	**NF57**	Evidence of excavation from Lobsters.	N
NF6	Evidence of excavation from Lobsters.	N	**NF58**	Evidence of excavation from Lobsters.	N
NF7	Unremarkable.	Y	**NF59**	Evidence of excavation from Lobsters.	N
NF8	Unremarkable.	N	**NF60**	Evidence of excavation from Lobsters.	N
NF9	Unremarkable.	N	**NF61**	Evidence of excavation from Lobsters.	Y
NF10	Unremarkable.	N	**NF62**	Evidence of excavation from Lobsters.	Y
NF11	Evidence of clearing and excavation from Lobsters.	Y	**NF63**	Unremarkable.	N
NF12	Evidence of excavation from Lobsters.	Y	**NF64**	Unremarkable.	Y
NF13	Unremarkable.	Y	**NF65**	Evidence of excavation from Lobsters.	Y
NF14	Unremarkable.	N	**NF66**	Evidence of excavation from Lobsters.	Y
NF15	Unremarkable.	N	**NF67**	Evidence of excavation from Lobsters.	Y
NF16	Unremarkable.	N	**NF68**	Evidence of excavation from Lobsters.	Y
NF17	Unremarkable.	Y	**NF69**	Unremarkable.	N
NF18	Evidence of excavation from Lobsters.	Y	**NF70**	Evidence of excavation from Lobsters.	N
NF19	Unremarkable.	N	**NF71**	Unremarkable.	N
NF20	Unremarkable.	N	**NF72**	Unremarkable.	Y
NF21	Unremarkable.	Y	**NF73**	Evidence of excavation from Lobsters.	Y
NF22	Unremarkable.	Y	**NF74**	Evidence of excavation from Lobsters.	Y
NF23	Unremarkable.	Y	**NF75**	Unremarkable.	N
NF24	Unremarkable.	N	**NF76**	Evidence of excavation from Lobsters.	N
NF25	Unremarkable.	N	**NF77**	Unremarkable.	N
NF26	Unremarkable.	N	**NF78**	Unremarkable.	N
NF27	Evidence of excavation from Lobsters.	Y	**NF79**	Unremarkable.	N
NF28	Evidence of excavation from Lobsters.	Y	**NF80**	Unremarkable.	N
NF29	Evidence of clearing and excavation from Lobsters.	Y	**NF81**	Unremarkable.	N

NF30	Unremarkable.	N	**NF82**	Unremarkable.	N
NF31	Evidence of excavation from Lobsters.	Y	**NF83**	Unremarkable.	N
NF32	Evidence of excavation from Lobsters.	Y	**NF84**	Unremarkable.	N
NF33	Unremarkable.	N	**NF85**	Unremarkable.	N
NF34	Evidence of excavation from Lobsters.	Y	**NF86**	Unremarkable.	N
NF35	Unremarkable.	Y	**NF87**	Unremarkable.	N
NF36	Evidence of excavation from Lobsters.	Y	**NF88**	Unremarkable.	N
NF37	Evidence of excavation from Lobsters.	N	**NF89**	Unremarkable.	N
NF38	Unremarkable.	Y	**NF90**	Unremarkable.	N
NF39	Evidence of excavation from Lobsters. Growth.	Y	**NF91**	Unremarkable.	N
NF40	Evidence of excavation from Lobsters.	Y	**NF92**	Unremarkable.	N
NF41	Evidence of excavation from Lobsters.	N	**NF93**	Unremarkable.	N
NF42	Unremarkable.	N	**NF94**	Unremarkable.	N
NF43	Evidence of excavation from Lobsters.	Y	**NF95**	Unremarkable.	N
NF44	Unremarkable.	Y	**NF96**	Unremarkable.	N
NF45	Unremarkable.	Y	**NF97**	Unremarkable.	N
NF46	Unremarkable.	N	**NF98**	Unremarkable.	N
NF47	Unremarkable.	N	**NF99**	Unremarkable.	N
NF48	Evidence of excavation from Lobsters.	N	**NF100**	Unremarkable.	N
NF49	Unremarkable.	N	**NF101**	Unremarkable.	N
NF50	Evidence of excavation from Lobsters.	Y	**NF102**	Unremarkable.	N
NF51	Evidence of excavation from Lobsters.	N	**NF103**	Unremarkable.	N
NF52	Evidence of clearing and excavation from Lobsters.	N			

South Diffusors

Diffusor #	Notes		Diffusor #	Notes		Diffusor #	Notes		Diffusor #	Notes
SD1	Unremarkable.		**SD26**	Unremarkable.		**SD51**	Unremarkable.		**SD76**	Unremarkable.
SD2	Unremarkable.		**SD27**	Unremarkable.		**SD52**	Unremarkable.		**SD77**	Unremarkable.
SD3	Unremarkable.		**SD28**	Unremarkable.		**SD53**	Unremarkable.		**SD78**	Unremarkable.
SD4	Unremarkable.		**SD29**	Unremarkable.		**SD54**	Unremarkable.		**SD79**	Unremarkable.
SD5	Unremarkable.		**SD30**	Unremarkable.		**SD55**	Unremarkable.		**SD80**	Unremarkable.
SD6	Unremarkable.		**SD31**	Unremarkable.		**SD56**	Unremarkable.		**SD81**	Unremarkable.
SD7	Unremarkable.		**SD32**	Unremarkable.		**SD57**	Unremarkable.		**SD82**	Unremarkable.
SD8	Unremarkable.		**SD33**	Unremarkable.		**SD58**	Unremarkable.		**SD83**	Unremarkable.
SD9	Unremarkable.		**SD34**	Unremarkable.		**SD59**	Unremarkable.		**SD84**	Unremarkable.
SD10	Unremarkable.		**SD35**	Unremarkable.		**SD60**	Unremarkable.		**SD85**	Unremarkable.
SD11	Unremarkable.		**SD36**	Unremarkable.		**SD61**	Unremarkable.		**SD86**	Unremarkable.
SD12	Unremarkable.		**SD37**	Unremarkable.		**SD62**	Unremarkable.		**SD87**	Unremarkable.
SD13	Unremarkable.		**SD38**	Unremarkable.		**SD63**	Unremarkable.		**SD88**	Unremarkable.
SD14	Unremarkable.		**SD39**	Unremarkable.		**SD64**	Unremarkable.		**SD89**	Unremarkable.
SD15	Unremarkable.		**SD40**	Unremarkable.		**SD65**	Unremarkable.		**SD90**	Unremarkable.
SD16	Unremarkable.		**SD41**	Unremarkable.		**SD66**	Unremarkable.		**SD91**	Unremarkable.
SD17	Unremarkable.		**SD42**	Unremarkable.		**SD67**	Unremarkable.		**SD92**	Unremarkable.
SD18	Cleared.		**SD43**	Unremarkable.		**SD68**	Unremarkable.		**SD93**	Unremarkable.
SD19	Unremarkable.		**SD44**	Unremarkable.		**SD69**	Unremarkable.		**SD94**	Unremarkable.
SD20	Unremarkable.		**SD45**	Unremarkable.		**SD70**	Unremarkable.		**SD95**	Unremarkable.
SD21	Unremarkable.		**SD46**	Unremarkable.		**SD71**	Unremarkable.		**SD96**	Unremarkable.
SD22	Cleared.		**SD47**	Unremarkable.		**SD72**	Unremarkable.		**SD97**	Unremarkable.
SD23	Unremarkable.		**SD48**	Unremarkable.		**SD73**	Unremarkable.		**SD98**	Unremarkable.
SD24	Unremarkable.		**SD49**	Unremarkable.		**SD74**	Unremarkable.		**SD99**	Unremarkable.
SD25	Unremarkable.		**SD50**	Unremarkable.		**SD75**	Unremarkable.		**SD100**	Unremarkable.

Other Notes Higher Ballast built up along pipe between SD18 and SD19.

North Diffusors

Diffusor #	Notes		Diffusor #	Notes		Diffusor #	Notes		Diffusor #	Notes
ND1	Unremarkable.		**ND26**	Unremarkable.		**ND51**	Unremarkable.		**ND76**	Unremarkable.
ND2	Unremarkable.		**ND27**	Unremarkable.		**ND52**	Unremarkable.		**ND77**	Unremarkable.
ND3	Unremarkable.		**ND28**	Unremarkable.		**ND53**	Unremarkable.		**ND78**	Unremarkable.
ND4	Unremarkable.		**ND29**	Unremarkable.		**ND54**	Unremarkable.		**ND79**	Unremarkable.
ND5	Unremarkable.		**ND30**	Unremarkable.		**ND55**	Unremarkable.		**ND80**	Unremarkable.
ND6	Unremarkable.		**ND31**	Unremarkable.		**ND56**	Unremarkable.		**ND81**	Unremarkable.
ND7	Unremarkable.		**ND32**	Unremarkable.		**ND57**	Unremarkable.		**ND82**	Unremarkable.
ND8	Unremarkable.		**ND33**	Unremarkable.		**ND58**	Unremarkable.		**ND83**	Unremarkable.
ND9	Unremarkable.		**ND34**	Unremarkable.		**ND59**	Unremarkable.		**ND84**	Unremarkable.
ND10	Unremarkable.		**ND35**	Unremarkable.		**ND60**	Unremarkable.		**ND85**	Unremarkable.
ND11	Unremarkable.		**ND36**	Unremarkable.		**ND61**	Unremarkable.		**ND86**	Unremarkable.
ND12	Unremarkable.		**ND37**	Unremarkable.		**ND62**	Unremarkable.		**ND87**	Unremarkable.
ND13	Unremarkable.		**ND38**	Unremarkable.		**ND63**	Unremarkable.		**ND88**	Unremarkable.
ND14	Unremarkable.		**ND39**	Unremarkable.		**ND64**	Unremarkable.		**ND89**	Unremarkable.
ND15	Unremarkable.		**ND40**	Unremarkable.		**ND65**	Unremarkable.		**ND90**	Unremarkable.
ND16	Unremarkable.		**ND41**	Unremarkable.		**ND66**	Unremarkable.		**ND91**	Unremarkable.
ND17	Unremarkable.		**ND42**	Unremarkable.		**ND67**	Unremarkable.		**ND92**	Unremarkable.
ND18	Unremarkable.		**ND43**	Unremarkable.		**ND68**	Unremarkable.		**ND93**	Unremarkable.
ND19	Unremarkable.		**ND44**	Unremarkable.		**ND69**	Unremarkable.		**ND94**	Unremarkable.
ND20	Unremarkable.		**ND45**	Unremarkable.		**ND70**	Unremarkable.		**ND95**	Unremarkable.
ND21	Unremarkable.		**ND46**	Unremarkable.		**ND71**	Unremarkable.		**ND96**	Unremarkable.
ND22	Unremarkable.		**ND47**	Unremarkable.		**ND72**	Unremarkable.		**ND97**	Unremarkable.
ND23	Unremarkable.		**ND48**	Unremarkable.		**ND73**	Unremarkable.		**ND98**	Unremarkable.
ND24	Unremarkable.		**ND49**	Unremarkable.		**ND74**	Unremarkable.		**ND99**	Unremarkable.
ND25	Unremarkable.		**ND50**	Unremarkable.		**ND75**	Unremarkable.		**ND100**	Unremarkable.

Other Notes

Excavation along pipe between NF35 and NF36.

Excavation along pipe between NF37 and NF38.

Video Files List

- NV Encap + Diffusors
- NV Flange 50 to Ballast
- NV Ballast to Dog leg
- NV Dog leg to MH3
- NV MH3 to Burial

- SV Encap + Diffusors
- SV Flange 50 to Ballast
- SV Ballast to Dog leg
- SV Dog leg to MH3


South Diffusor 1
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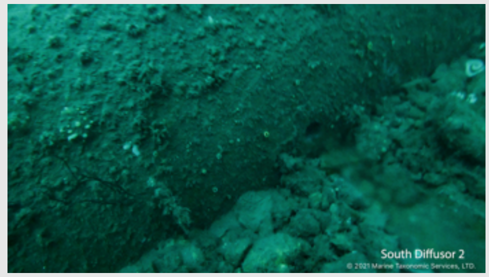
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South Diffusor 3
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South Diffusor 4
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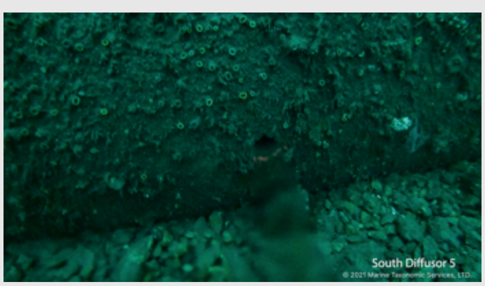
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South Diffusor 7
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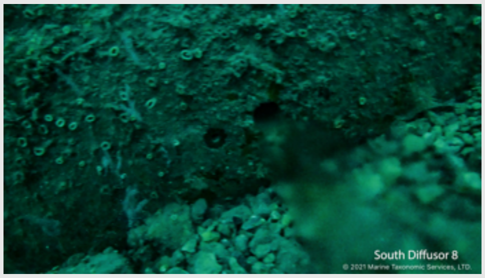
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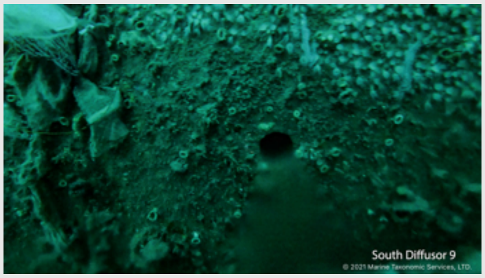
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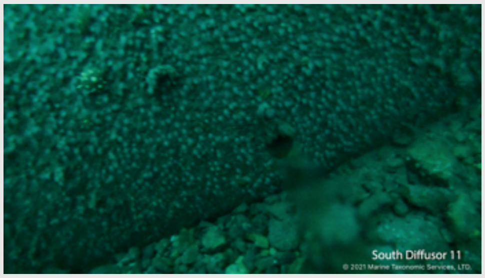
South Diffusor 10

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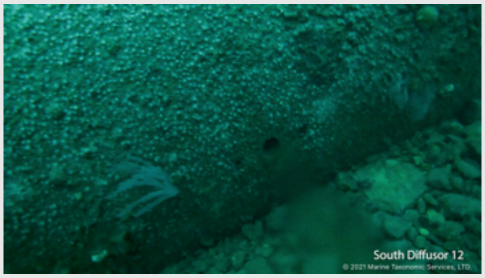
South Diffusor 12
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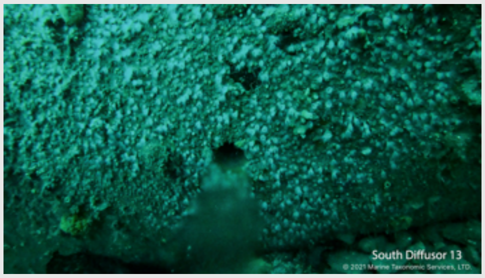
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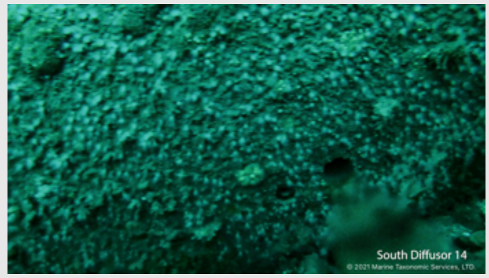
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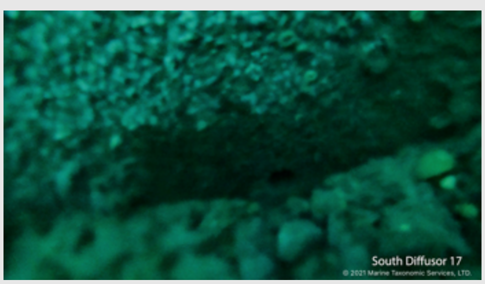
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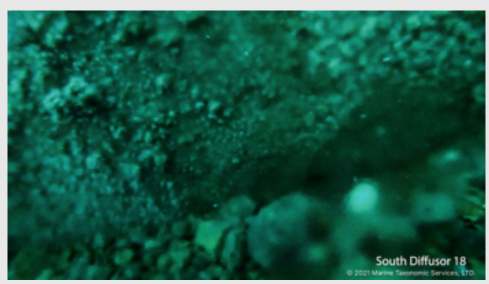
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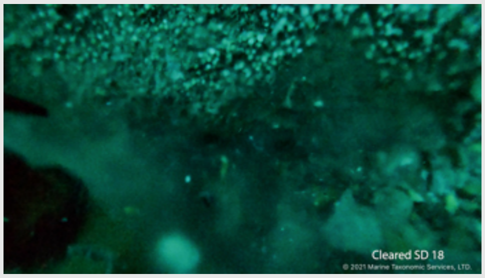
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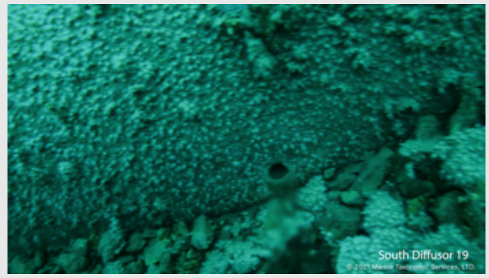
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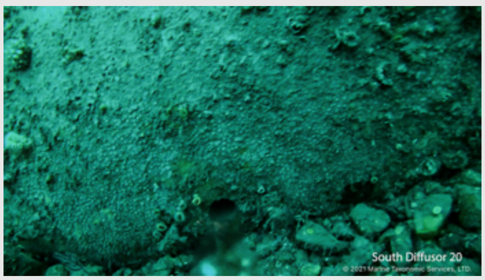
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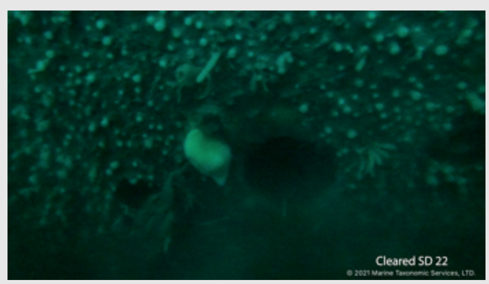
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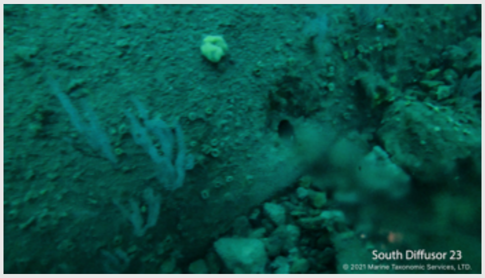
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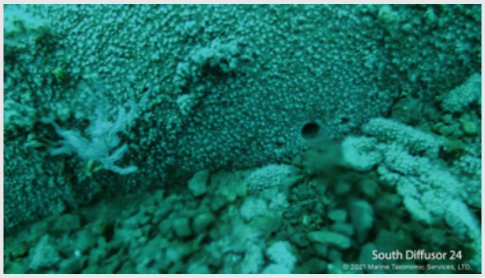
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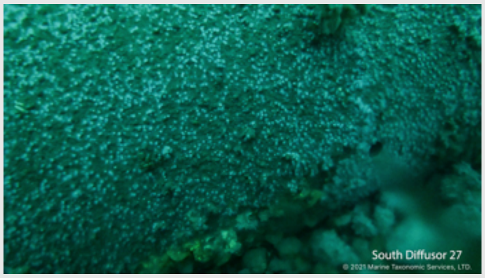
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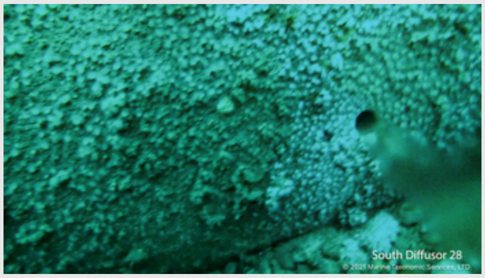
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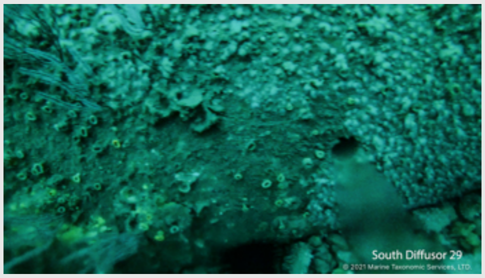
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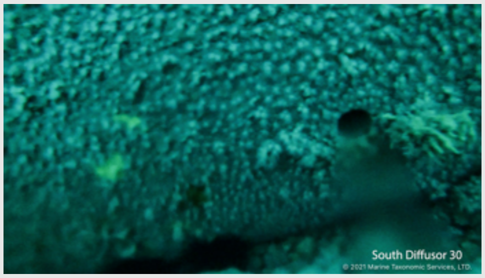
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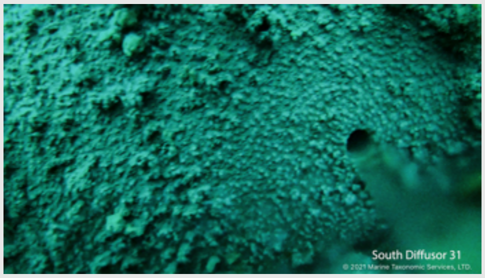
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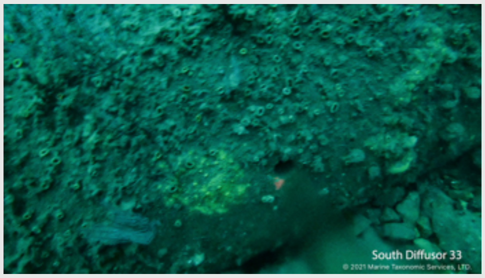
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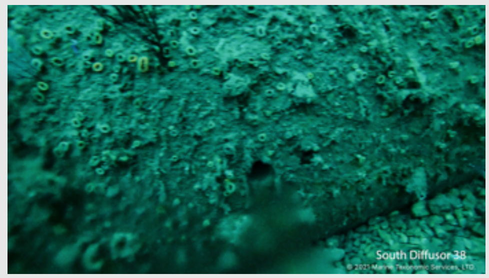
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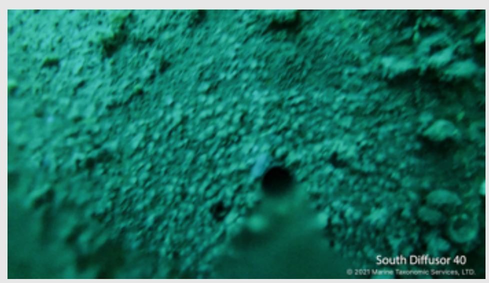
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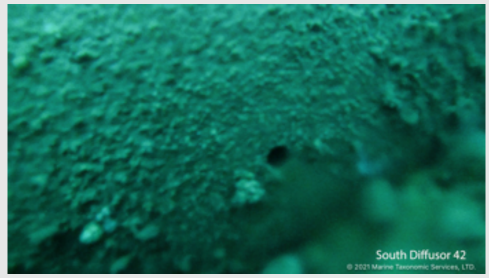
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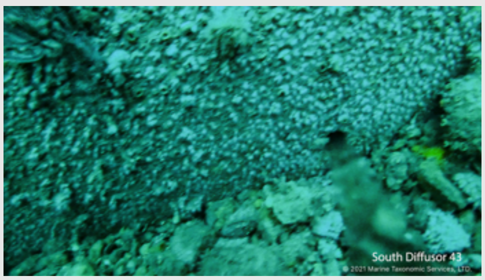
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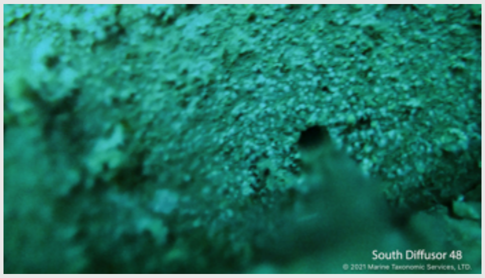
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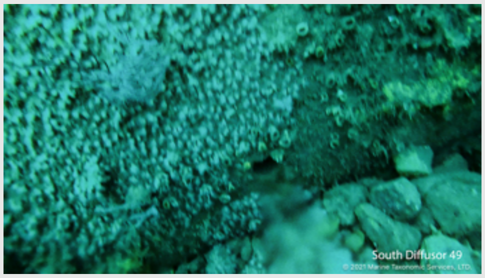
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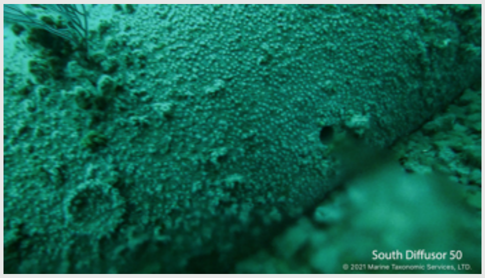
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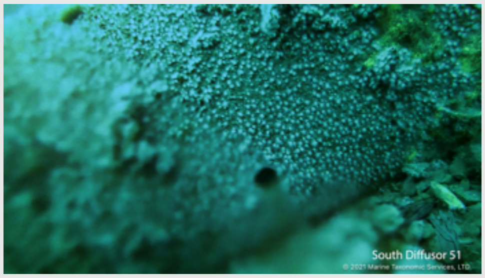
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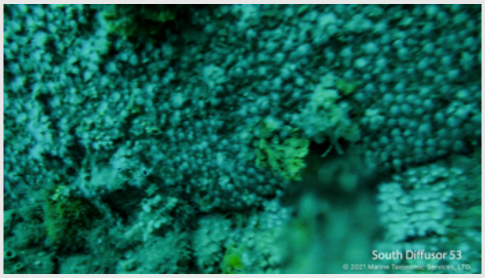
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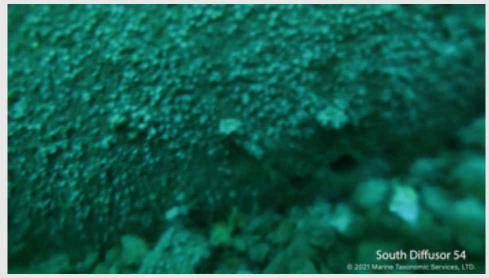
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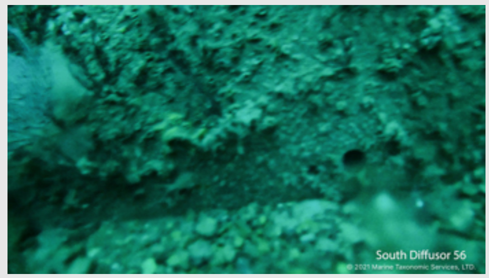
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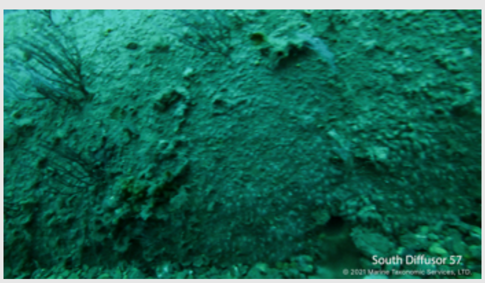
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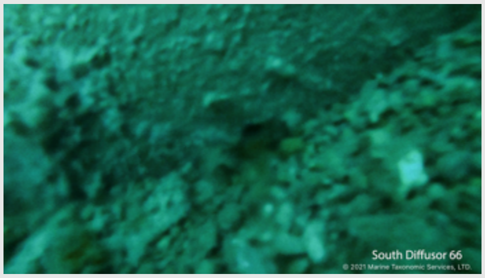
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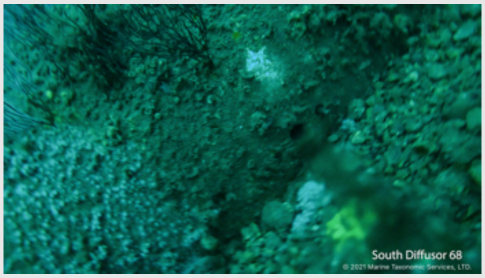
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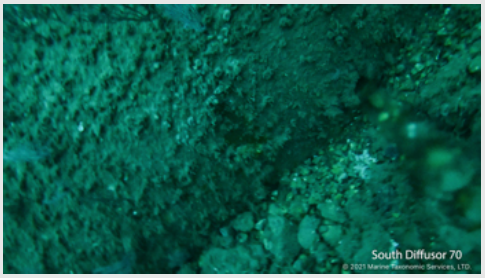
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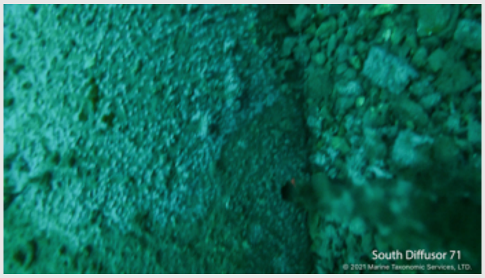
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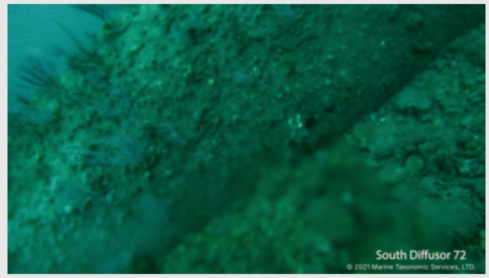
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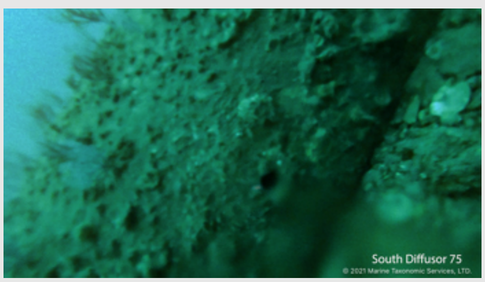
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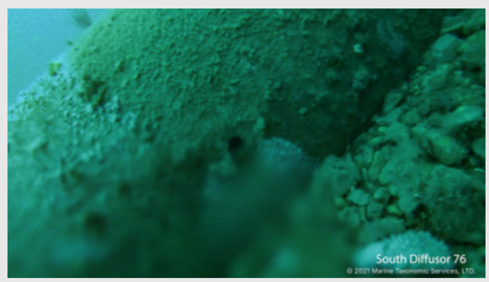
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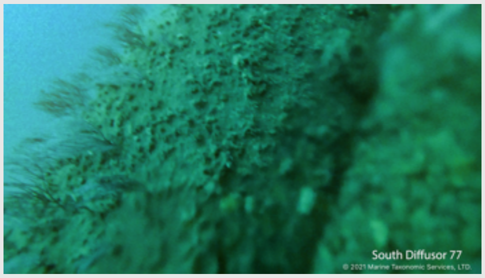
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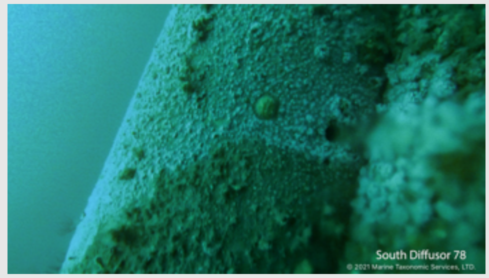
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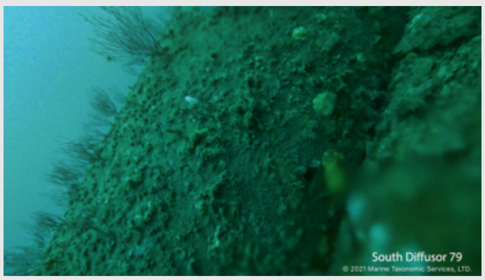
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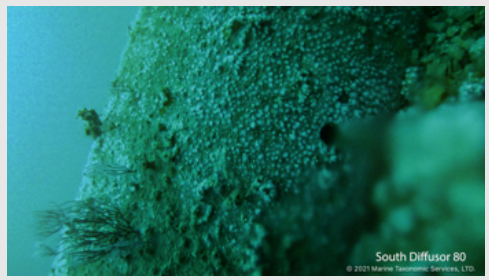
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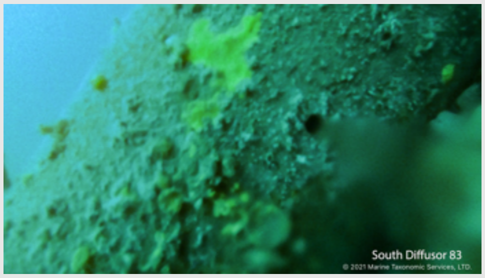
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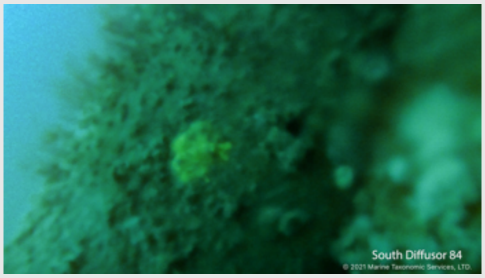
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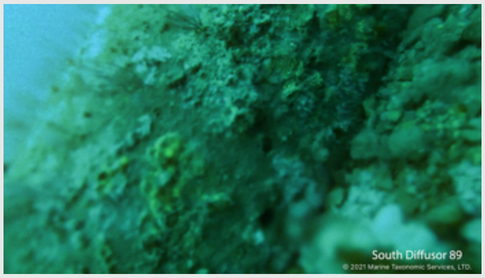
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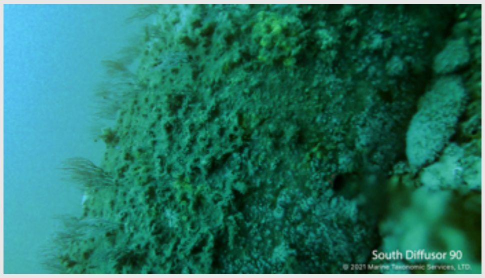
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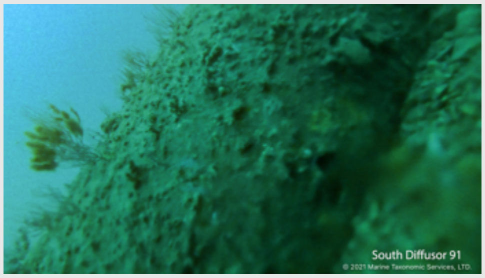
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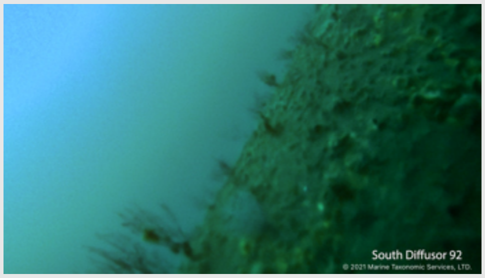
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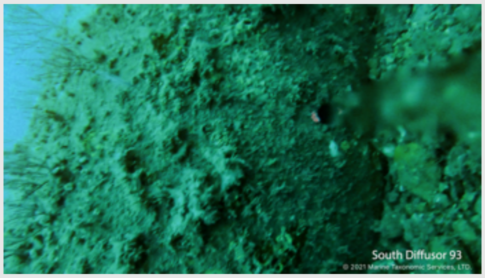
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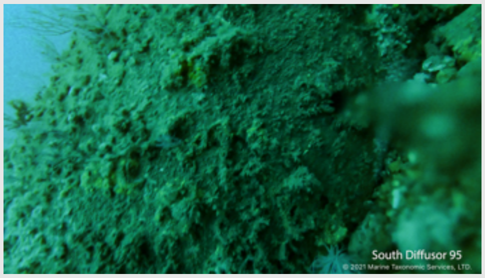
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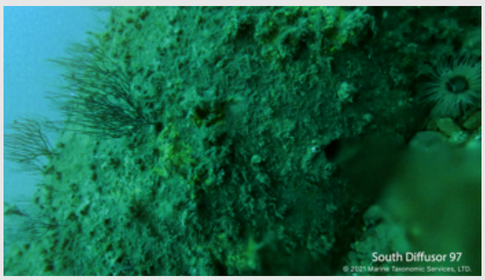
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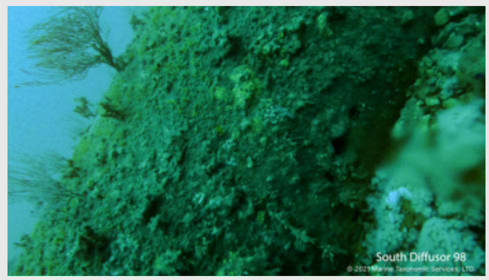
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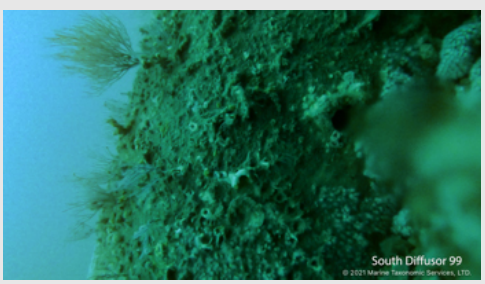
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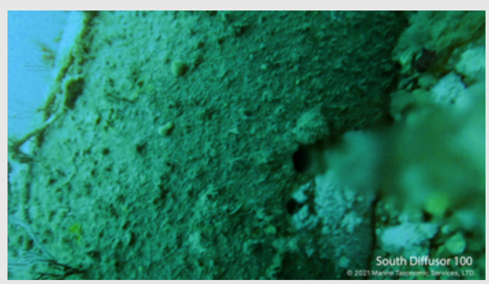
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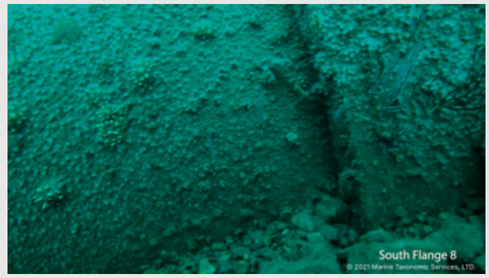
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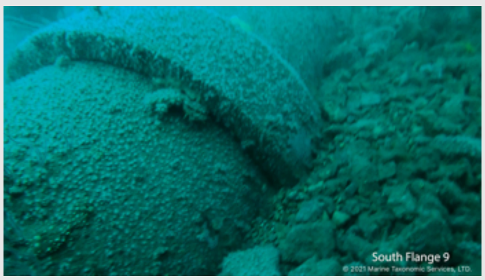
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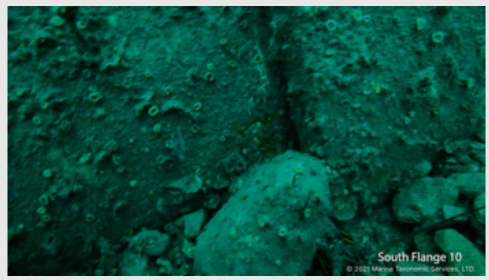
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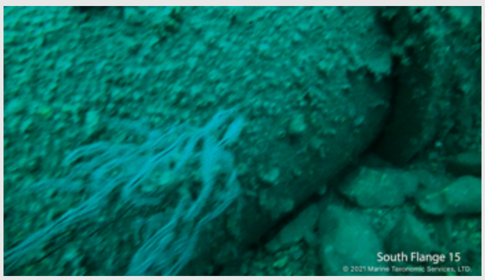
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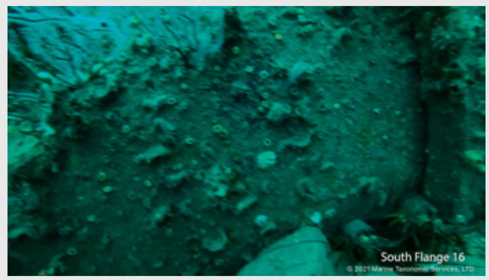
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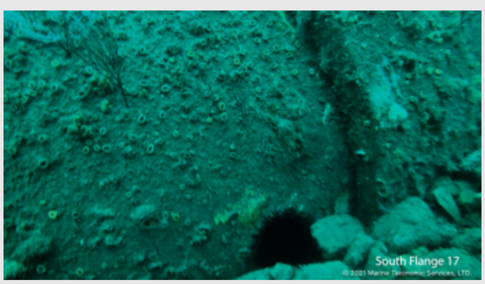
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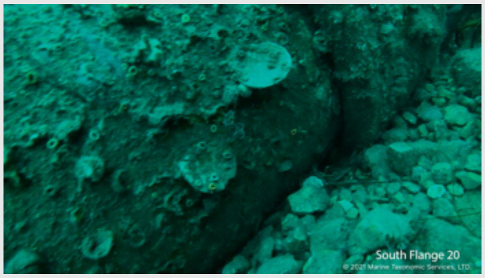
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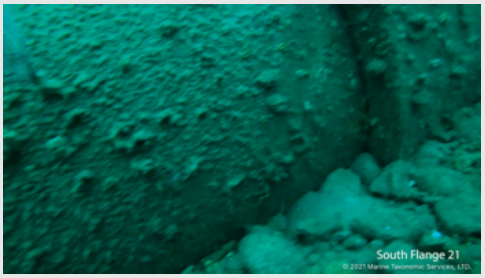
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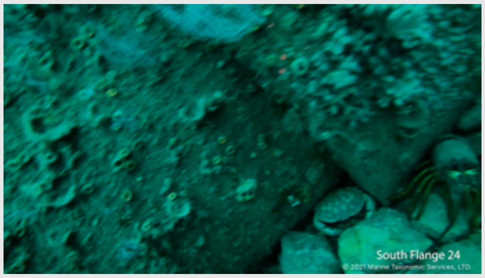
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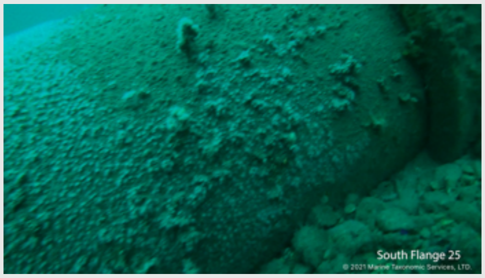
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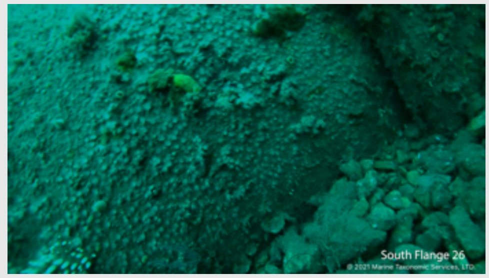
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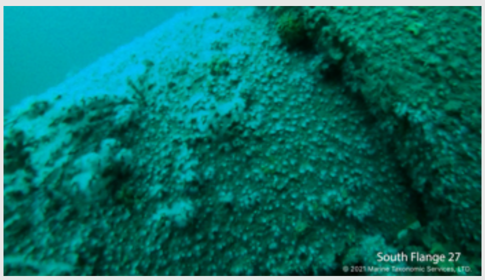
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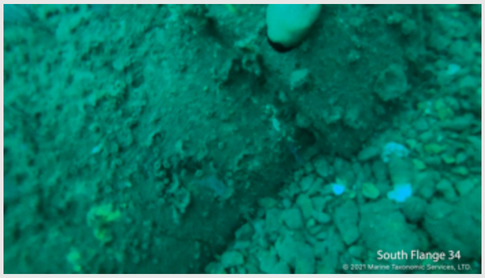
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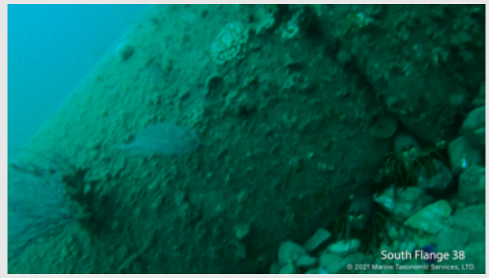
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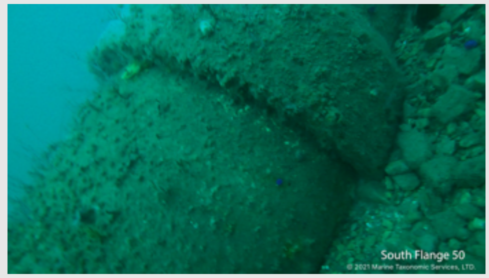
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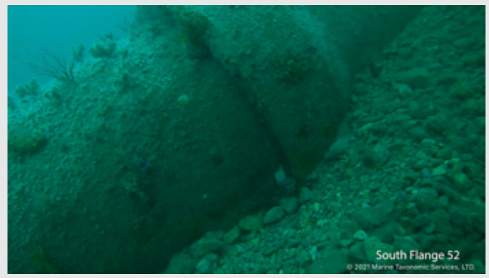
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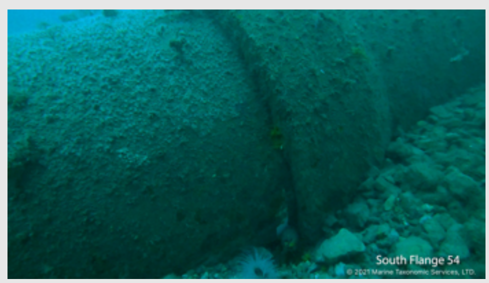
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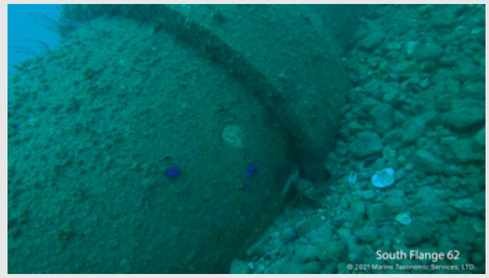
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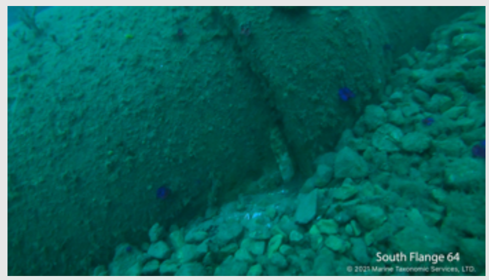
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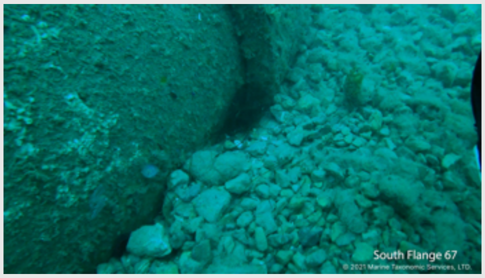
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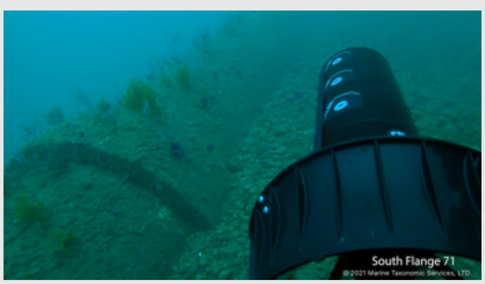
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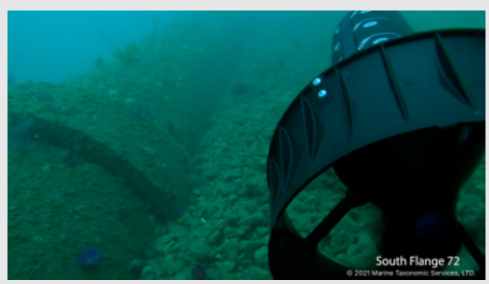
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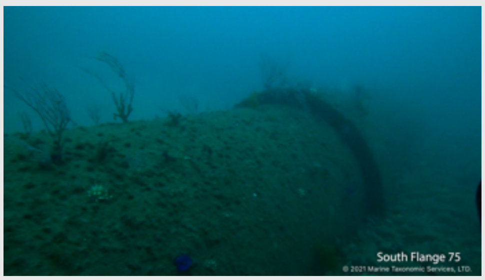
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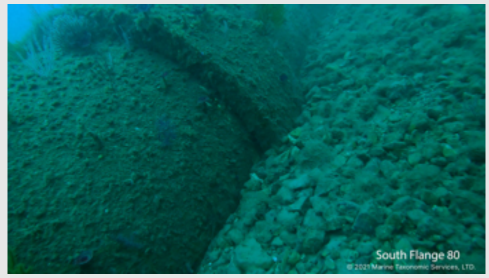
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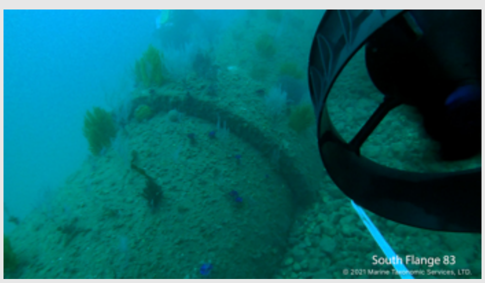
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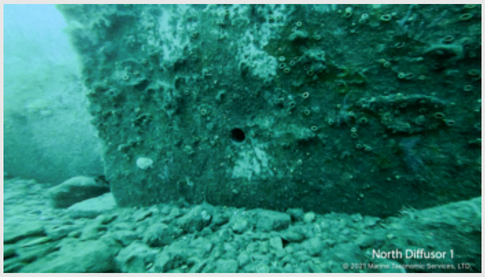
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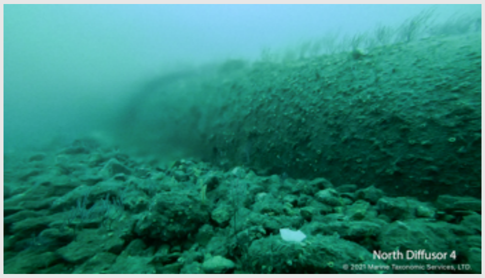
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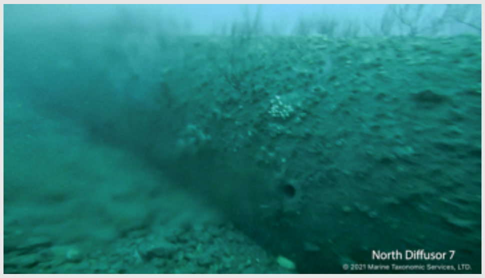
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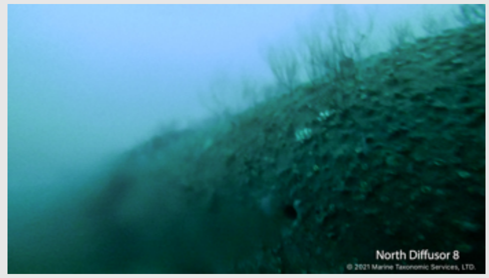
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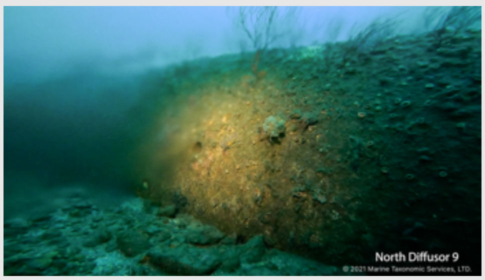
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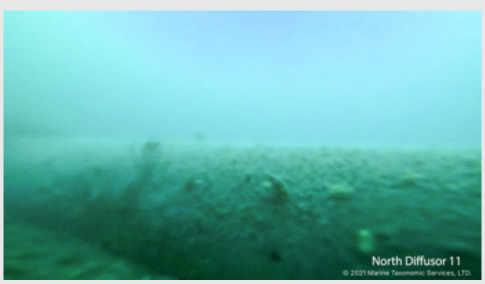
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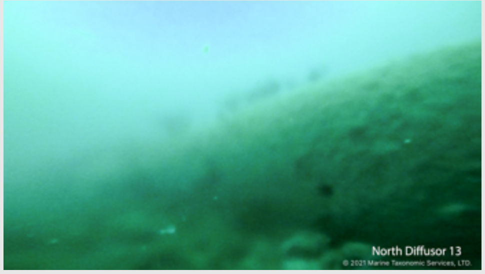
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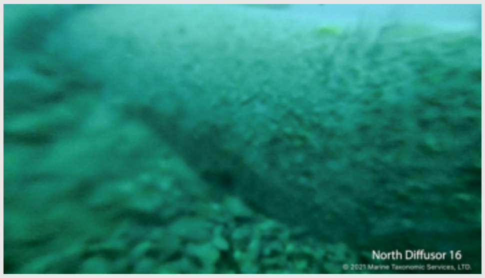
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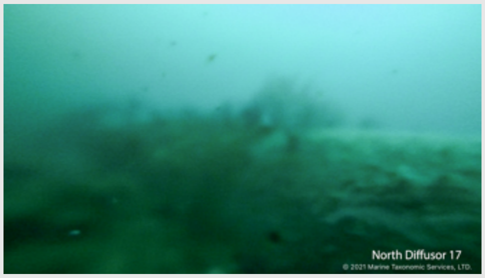
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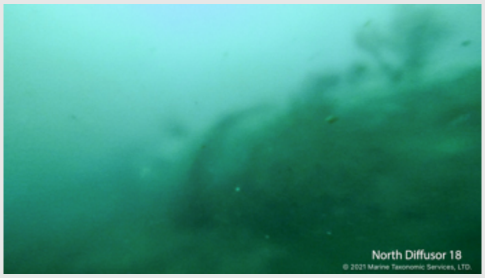
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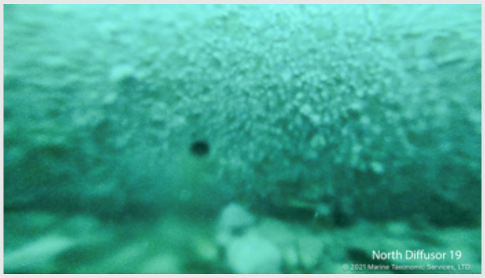
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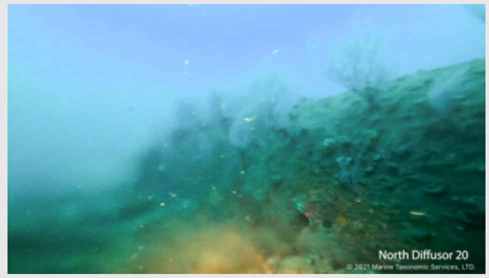
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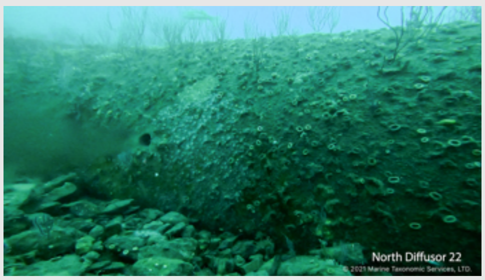
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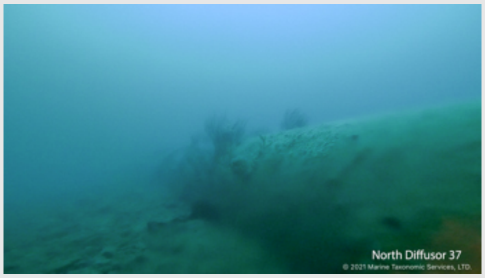
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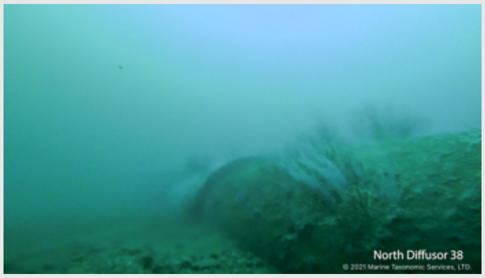
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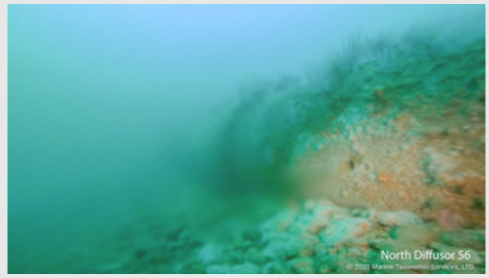
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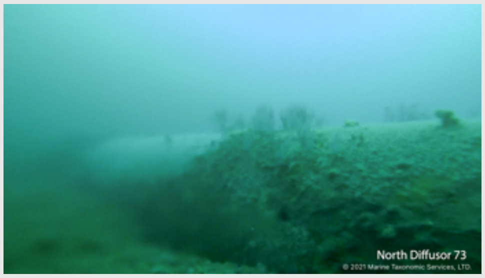
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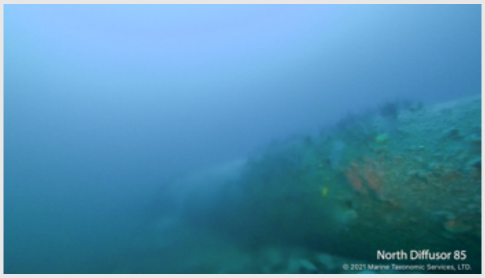
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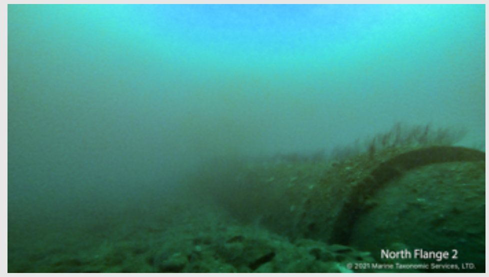
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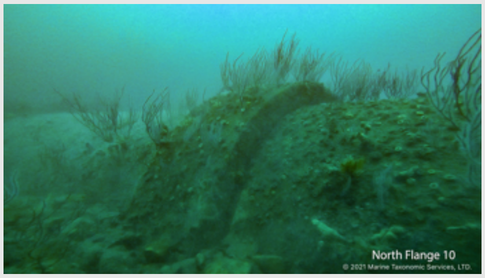
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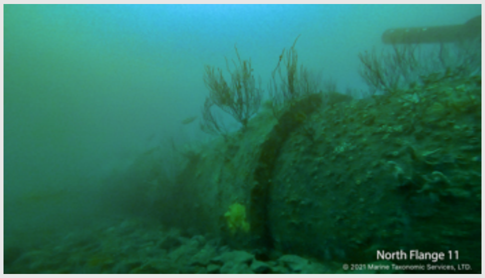
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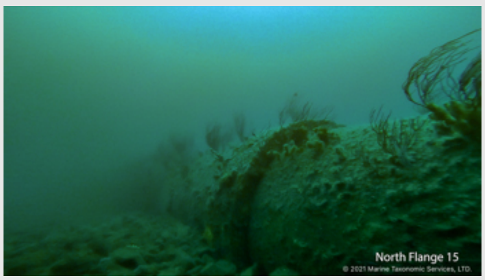
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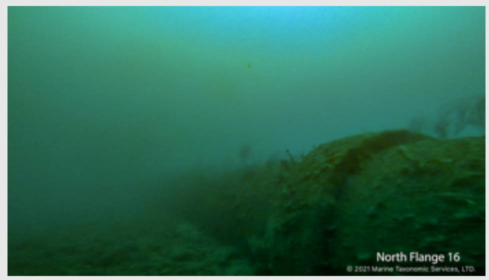
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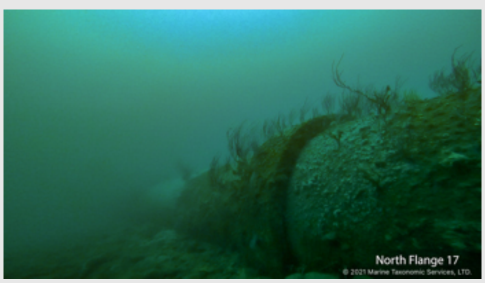
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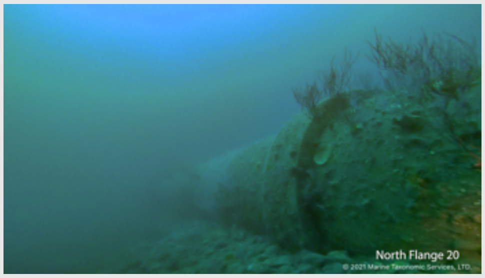
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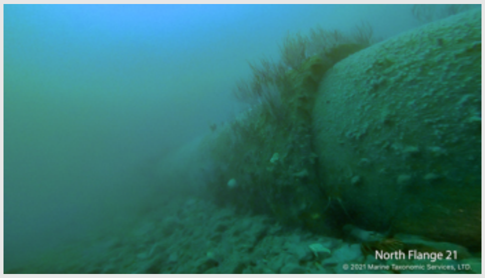
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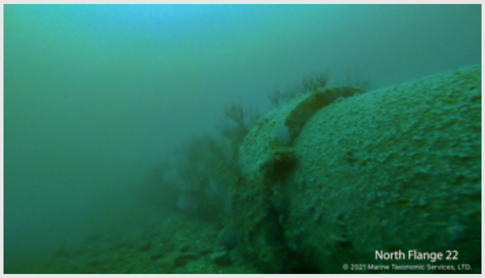
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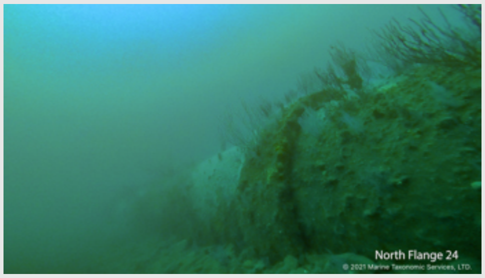
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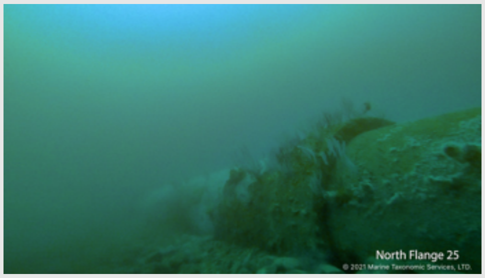
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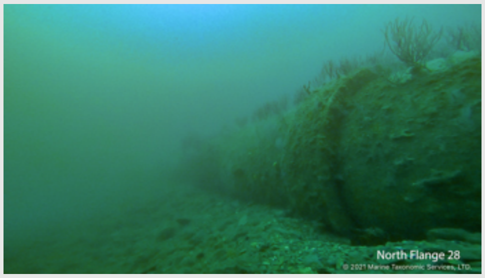
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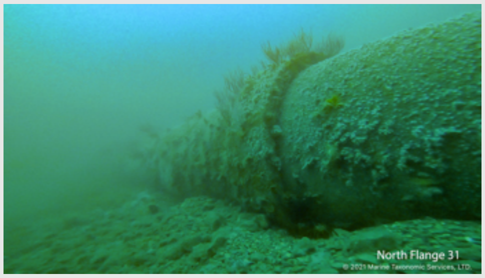
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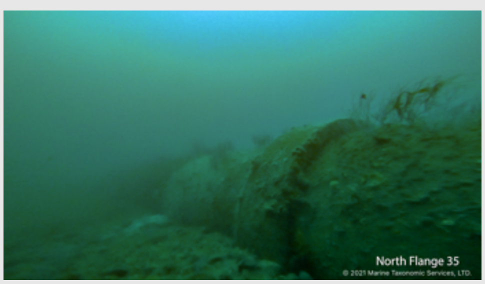
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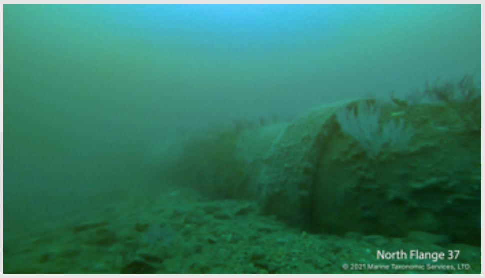
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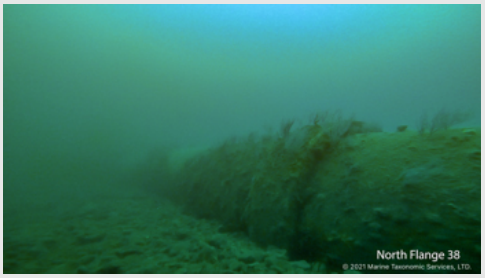
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North Flange 40

North Flange 41

North Flange 42


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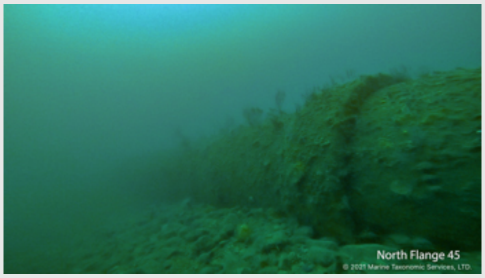
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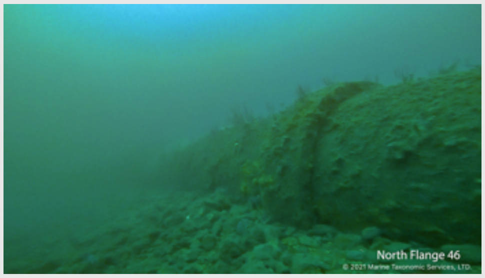
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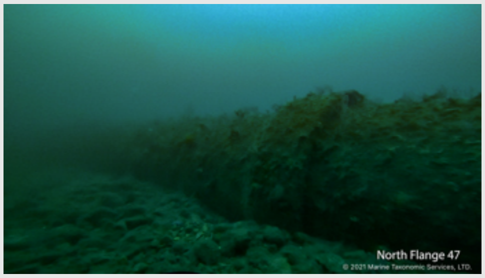
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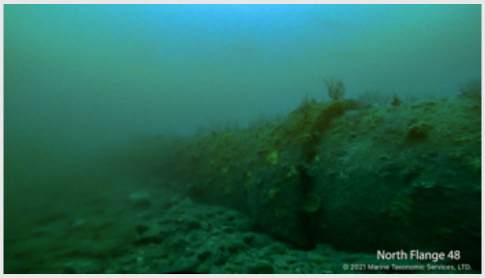
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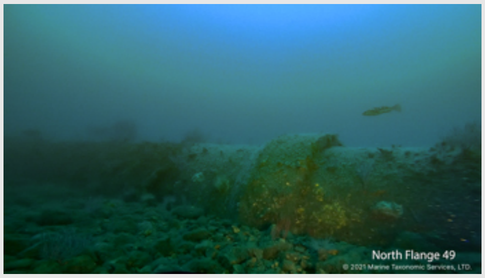
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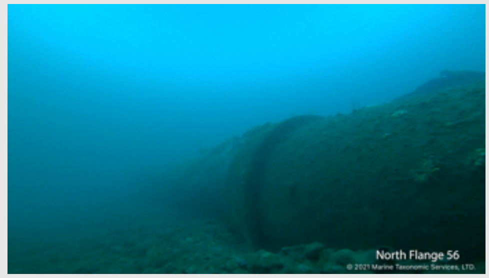
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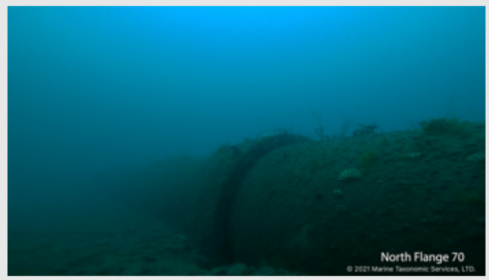
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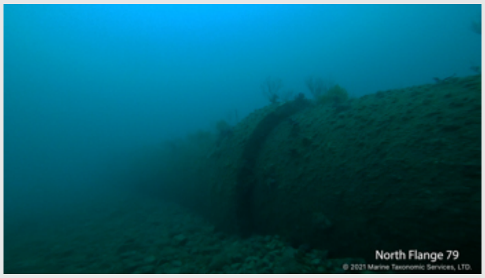
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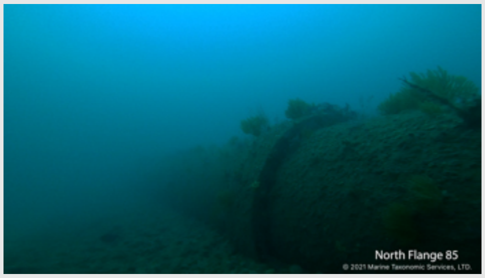
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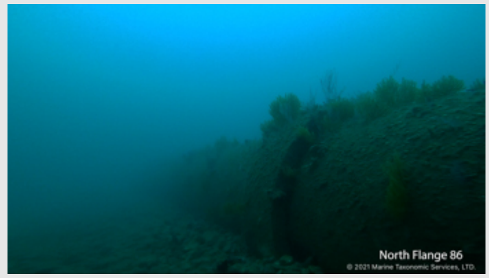
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