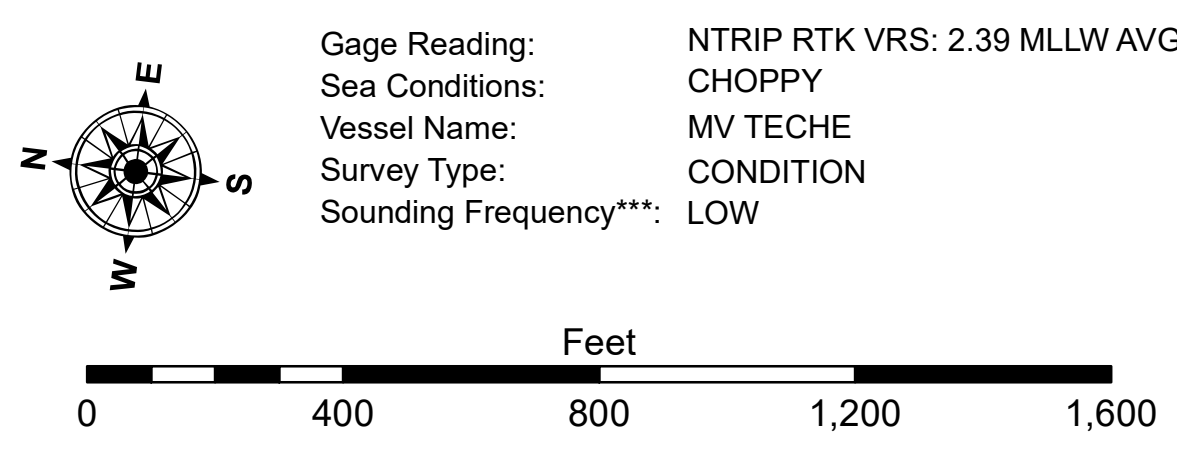


LEGEND

--- Federal Navigation Channel	○ Cable Area	3 Fluff Thickness (feet)*	-16' and above
— Federal Navigation Center Line	□ Placement Area	★ Shoalest Sounding**	-16' to -21'
— As-built Pipeline/Cable	⊗ Anchorage Area	☆ Beacon, General	-21' to -26'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	-26' to -33'
— Project Depth Contour	⊗ Wrecks-Submerged	◆ Green Navigation Buoy	-33' to -39'
			-39' to -41'
			-41' to -43'
			-43' and below



NOTES

Horizontal Coordinate System: North American Datum of 1983 (NAD83), projected to the State Plane Coordinate System (SPCS), Louisiana South Zone. Distance units in U.S. Survey Feet.

Vertical Datum: Soundings are shown in feet and indicate depths below Mean Lower Low Water Datum (MLLW). Datum Relationships for gage 73650 as of December 2013: 0.0' NAVD88 (2009.55) = 1.3' MLLW = 2.3' MLG or 0.0' MLLW = 1.0' MLG

Distances on the Calcasieu River are shown at 1 mile intervals.

The location of navigation aids are based on and provided by the U.S. Coast Guard and USACE survey crews.

2015 Aerial Photography data source: NAIP

Reference is N.O.A.A. Navigation Chart No. 11339.

* Difference between high and low frequency elevations where greater than 1.0'.
 ** Shoalest Sounding per Quarter per Reach.
 *** High frequency (200 kHz) survey data represents the first signal return at a sounding location and will include suspended solids, known as "fluff", if present. Low frequency (20 kHz) survey data normally penetrates through this "fluff" layer to depict elevations of consolidated bottom material. Low frequency accuracies may vary depending on channel conditions and fathometer settings.



DISCLAIMER

The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not warranted for any purpose other than that for which they were originally collected, expressed, or implied concerning the accuracy, completeness, reliability, usability, or suitability for any particular purpose of the recipient. The user is responsible for the results of any use of these data. The recipient shall indemnify and hold the United States Government harmless from and against all claims, damages, and expenses, including reasonable attorneys' fees, that may be asserted against or incurred by the United States Government or its employees, agents, or contractors, in connection with the use of these data. The recipient may not transfer these data to others without obtaining the permission of the United States Government. The information depicted on this map represents the results of a survey conducted by the United States Army Corps of Engineers and is not to be used for any purpose other than that for which it was originally collected, expressed, or implied. The user is responsible for the results of any use of these data. The recipient shall indemnify and hold the United States Government harmless from and against all claims, damages, and expenses, including reasonable attorneys' fees, that may be asserted against or incurred by the United States Government or its employees, agents, or contractors, in connection with the use of these data. The recipient may not transfer these data to others without obtaining the permission of the United States Government.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:	Surveyed By: SPJS	Plotted By: BD	Checked By: ADJH
Recommended:	Chief, Survey Section		
Approved:	Chief, Waterways Maintenance Section		

CALCASIEU SHIP CHANNEL
BAR SHEET 31
CR_31_BAR_20230427_CS
27 April 2023

Sheet Reference Number
31 of 53

Revision Number: 4.2-20230427