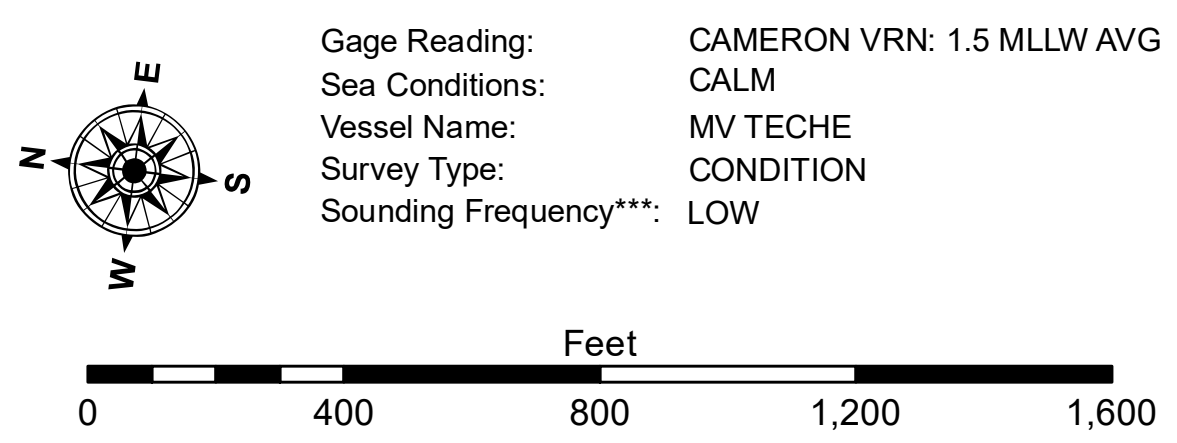


LEGEND

--- 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 base 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
Access Conditions: The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are provided as is, without any warranty of express, implied, or statutory, including but not limited to, accuracy, reliability, usability, or suitability for any particular purpose of the recipient. The user is responsible for the results of any use of the data. The United States Government shall not be liable for any damages, including but not limited to, direct, indirect, or consequential, arising from the use of the data. The recipient may not transfer these data to others without the prior written consent of the United States Government. The information depicted on this map represents the results of a survey conducted on the date shown on the map and is not intended to represent the general condition existing at that time.

Access Conditions: The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are provided as is, without any warranty of express, implied, or statutory, including but not limited to, accuracy, reliability, usability, or suitability for any particular purpose of the recipient. The user is responsible for the results of any use of the data. The United States Government shall not be liable for any damages, including but not limited to, direct, indirect, or consequential, arising from the use of the data. The recipient may not transfer these data to others without the prior written consent of the United States Government. The information depicted on this map represents the results of a survey conducted on the date shown on the map and is not intended to represent the general condition existing at that time.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:	Surveyed By: SP-JS
Recommended:	Plotted By: AO
Approved:	Checked By: AC

CALCASIEU SHIP CHANNEL
BAR SHEET 32
CR_32_BAR_20240815_PR
15 August 2024

Sheet Reference Number
32 of 53