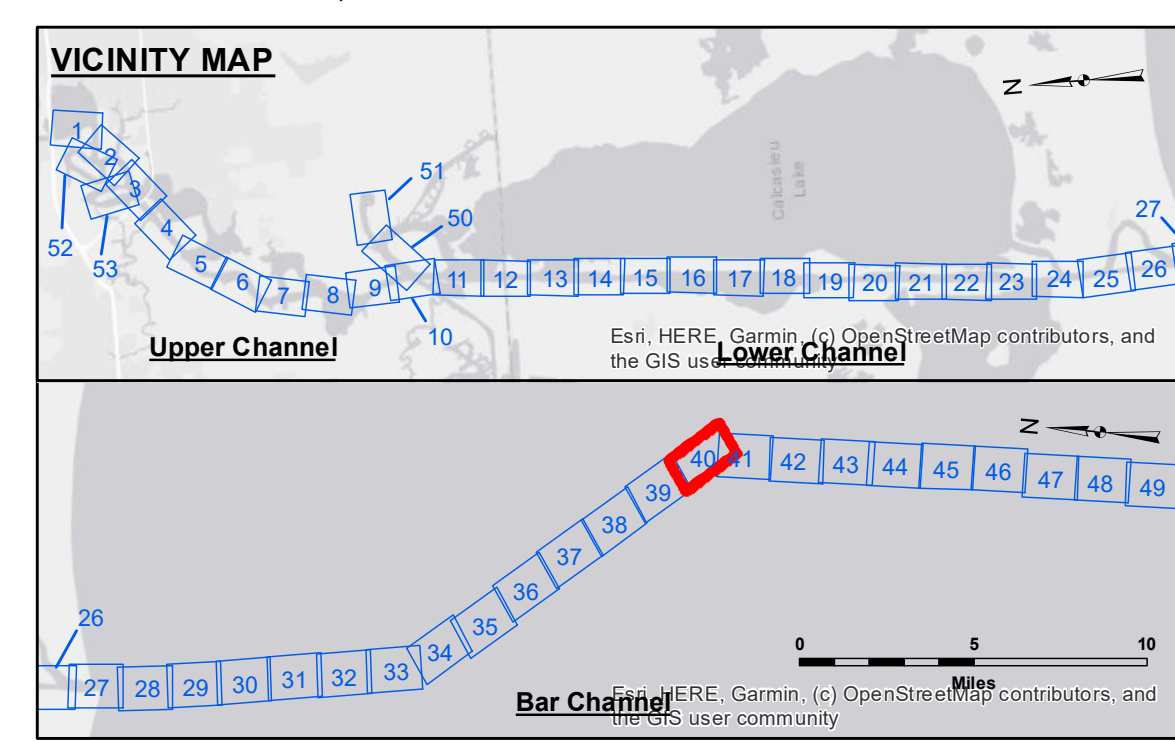


LC CURVE DATA
 $\Delta = 1^\circ 00'$
 $D = 37^\circ 20'$
 $T = 1935.64'$
 $L = 3733.33'$
 $R = 5729.58'$

TARGARESOURCE PIPELINE
 STA. 901+81
 12.75" GAS
 EL. -59.0 MLLG.

**SITE NO. 2
 DISPOSAL AREA**

X 2677281.290
 Y 374708.530



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

Gage Reading: CAMERON: 2.3 MLLW AVG
 2-3ft
 Sea Conditions: MV TECHE
 Vessel Name: CONDITION
 Survey Type: LOW
 Sounding Frequency***: LOW

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' NAVD83 (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. 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 information depicted on this map represents the results of a survey conducted by the U.S. Army Corps of Engineers. The user of this information is advised that it is only valid for its intended use, control, time and accuracy specifications. The user is responsible for the results of any application of the data for other than its intended purpose.
 Distribution Liability: The data represents the results of data collection performed for a specific US Army Corps of Engineers project. The user of this information is advised that it is only valid for its intended use, control, time and accuracy specifications. The user is responsible for the results of any application of the data for other than its intended purpose.
 Data Constraints: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to dredging, sedimentation, and other channel changes. The user of this data is advised that the data is not intended for use in the hydrographic conditions when developed after the date of the survey. The user is advised that the data is not intended to represent the general condition existing at that time.

Submitted:	Surveyed By: PS/KC
Recommended:	Plotted By: JH
Approved:	Checked By: JH

U.S. ARMY CORPS OF ENGINEERS
 NEW ORLEANS DISTRICT
 Chief, Waterways Maintenance Section

**CALCASIEU SHIP CHANNEL
 BAR SHEET 40
 CR_40_BAR_20240914_CS_POSTSTORM
 14 September 2024**

**Sheet
 Reference
 Number
 40 of 53**