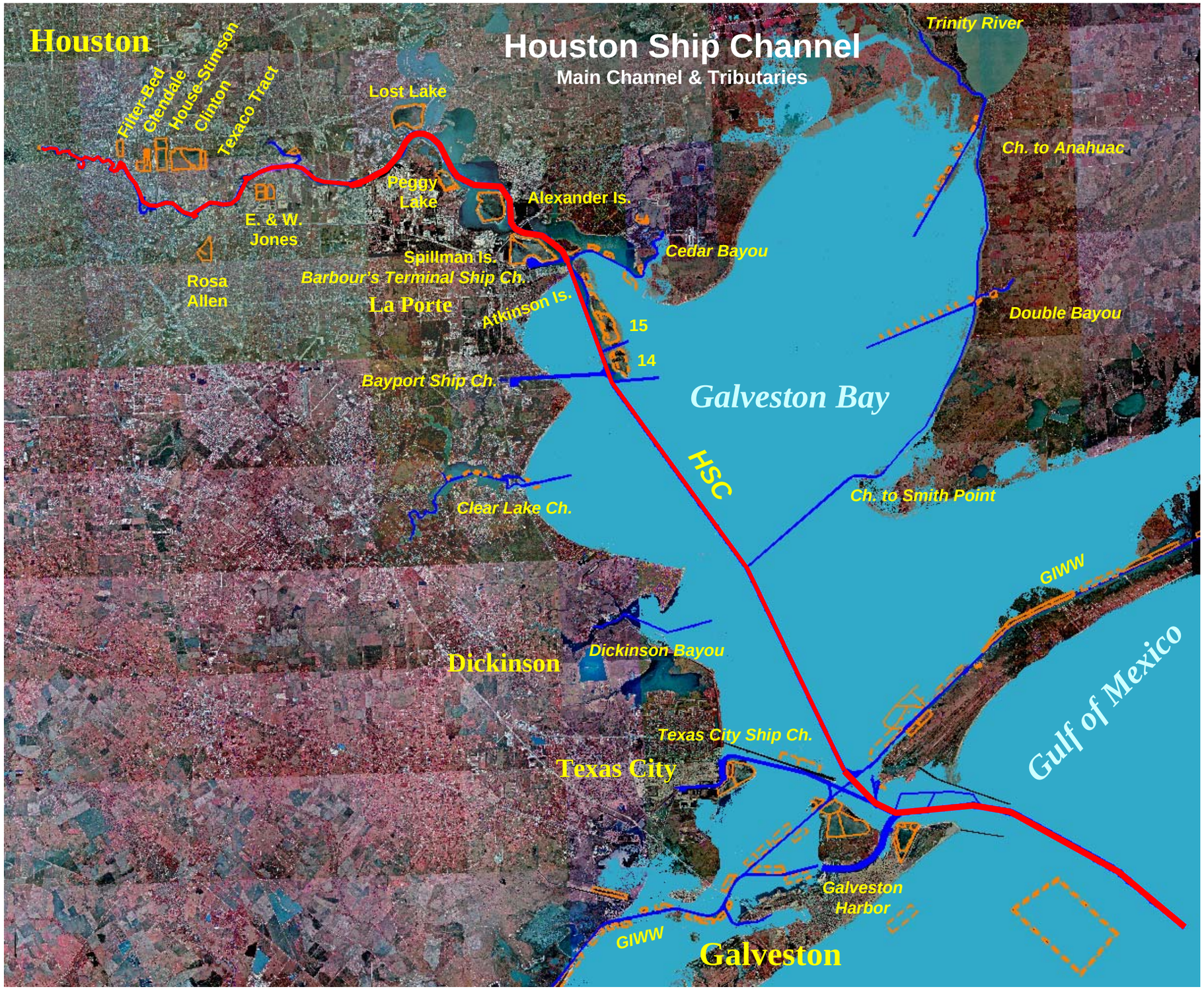
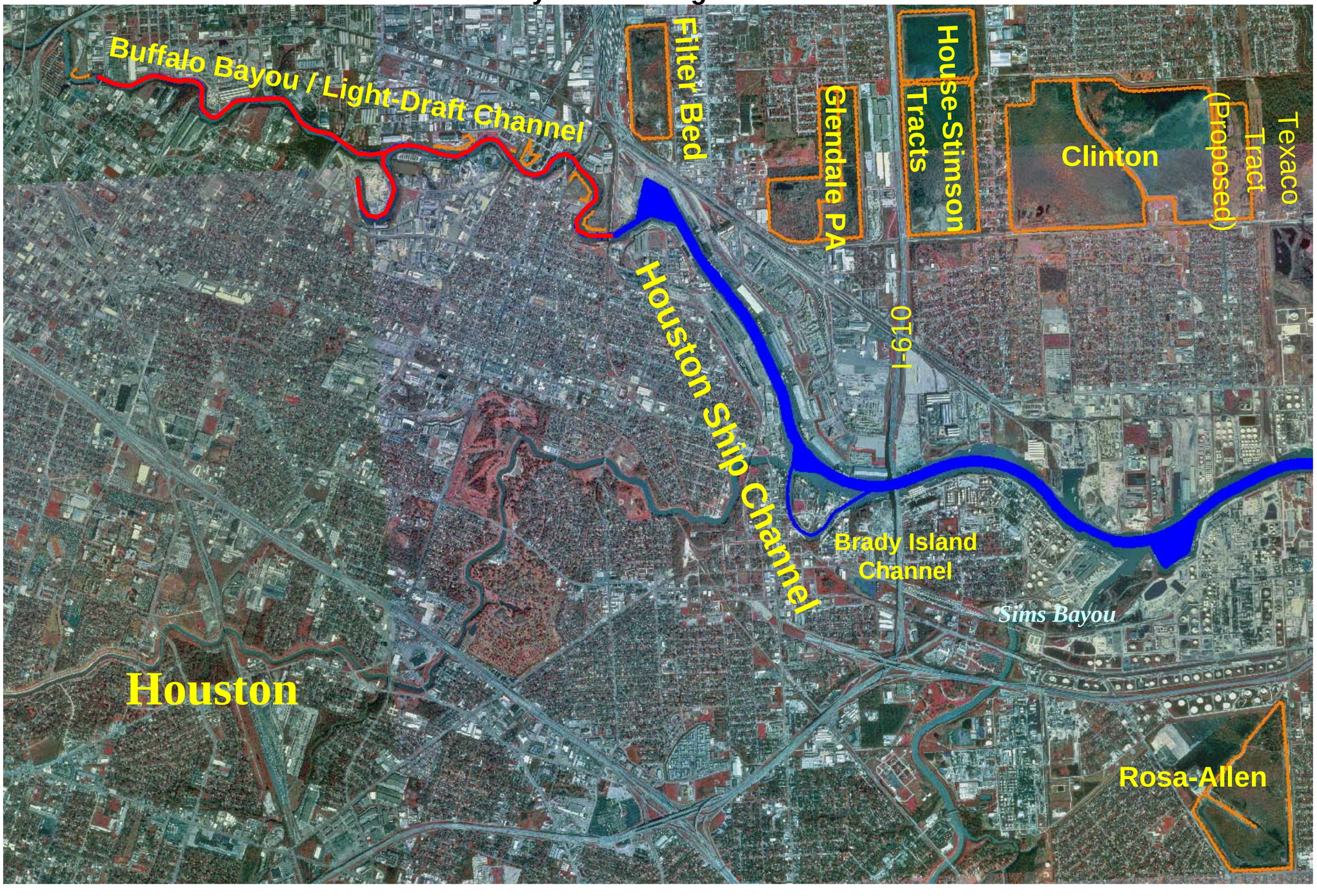
US Army Corps of Engineers®
Galveston District



US Army Corps of Engineers®
Galveston District

Houston Ship Channel

Buffalo Bayou / HSC Light-Draft Channel

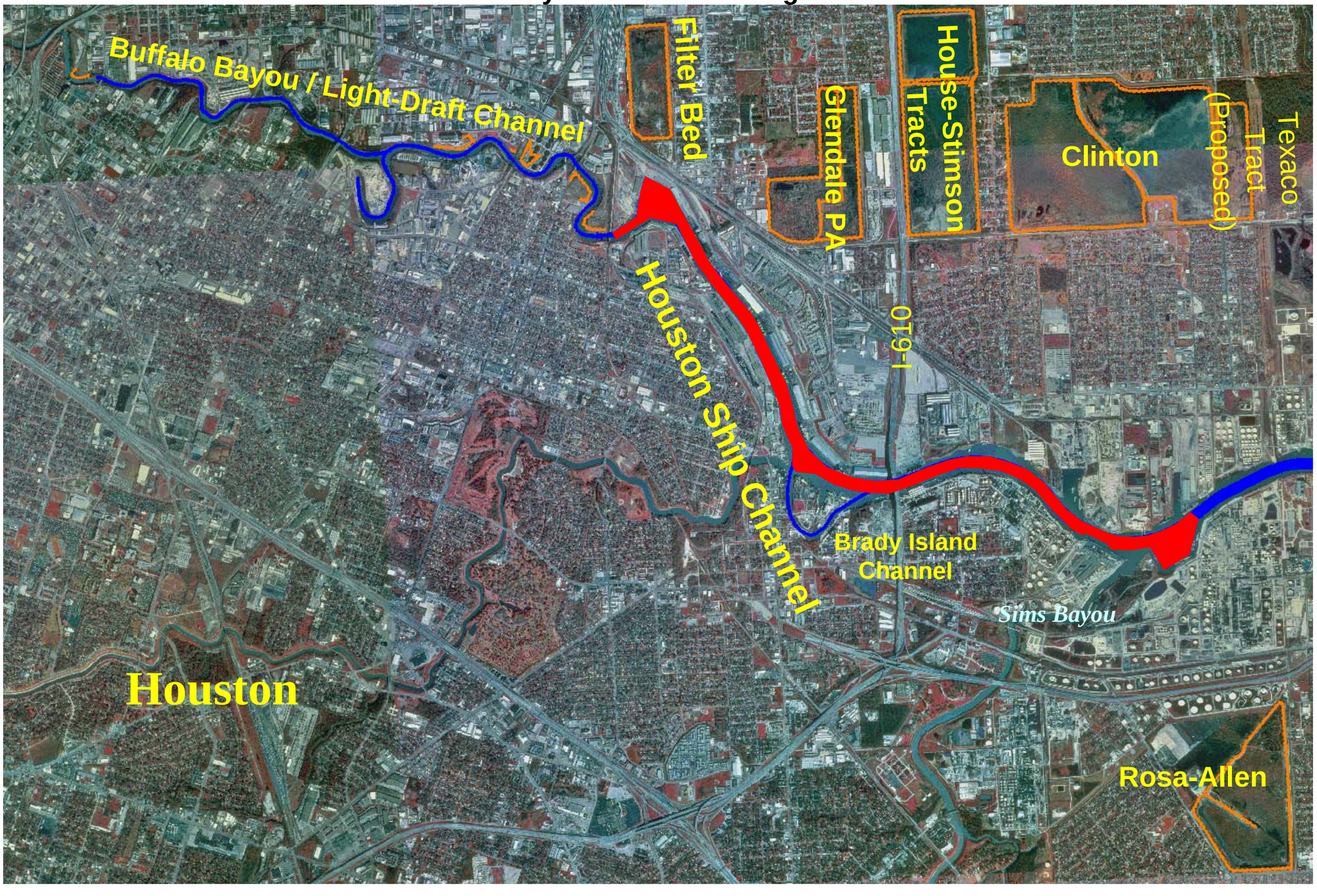


Houston Ship Channel - Light-Draft 1

US Army Corps of Engineers®
Galveston District

Houston Ship Channel

Sims Bayou to Main Turning Basin



FILTER BED TRACT
PLACEMENT AREA

(NOT AVAILABLE
THIS CONTRACT)

FILTER BED TRACT
PLACEMENT AREA

(NOT AVAILABLE
THIS CONTRACT)

GLENDALE PLACEMENT AREA

GLENDALE PLACEMENT AREA

GLENDALE PLACEMENT AREA

STIMPSON-HOUSE TRACT
PLACEMENT AREA

STIMPSON-HOUSE TRACT
PLACEMENT AREA

TURNING
BASIN

TURNING BASIN

HOUSTON SHIP CHANNEL

EQUATION
STA. 14+04.73 U.T.B. (BK)
STA. 0+00 L.D.C. (FWD)

EQUATION
0+00 L.D. (FWD)
=281+38.67 H.S.C. (BK)

TRANSITION

CURVE 1

CURVE 5

CURVE 9

P.C. 0+10.98

P.C. 14+03.82
P.T. 13+90.76

P.C. 20+75.90

P.C. 28+38.67

P.T. 45+41.08

0+00

10+00

16+00

30+00

120+00

1280+00

1270+00

1260+00

300'

PLAN

0 500 1,000 1,500

SCALE IN FEET

Houston Ship Channel 2

N
STIMPSON-HOUSE TRACT
PLACEMENT AREA
CLINTON PLACEMENT AREA
CLINTON PLACEMENT AREA
CLINTON PLACEMENT AREA
LEVEE
STIMPSON-HOUSE TRACT
PLACEMENT AREA
CLINTON PLACEMENT AREA
CLINTON PLACEMENT AREA
LEVEE
Houston Ship Channel 3
PLAN
0
500
1,000
1,500
SCALE IN FEET

Houston Ship Channel 4

SPOIL BANK

ROSA ALLEN
DISPOSAL AREA

(NOT AVAILABLE
THIS CONTRACT)

N

PLAN

0 500 1,000 2,000

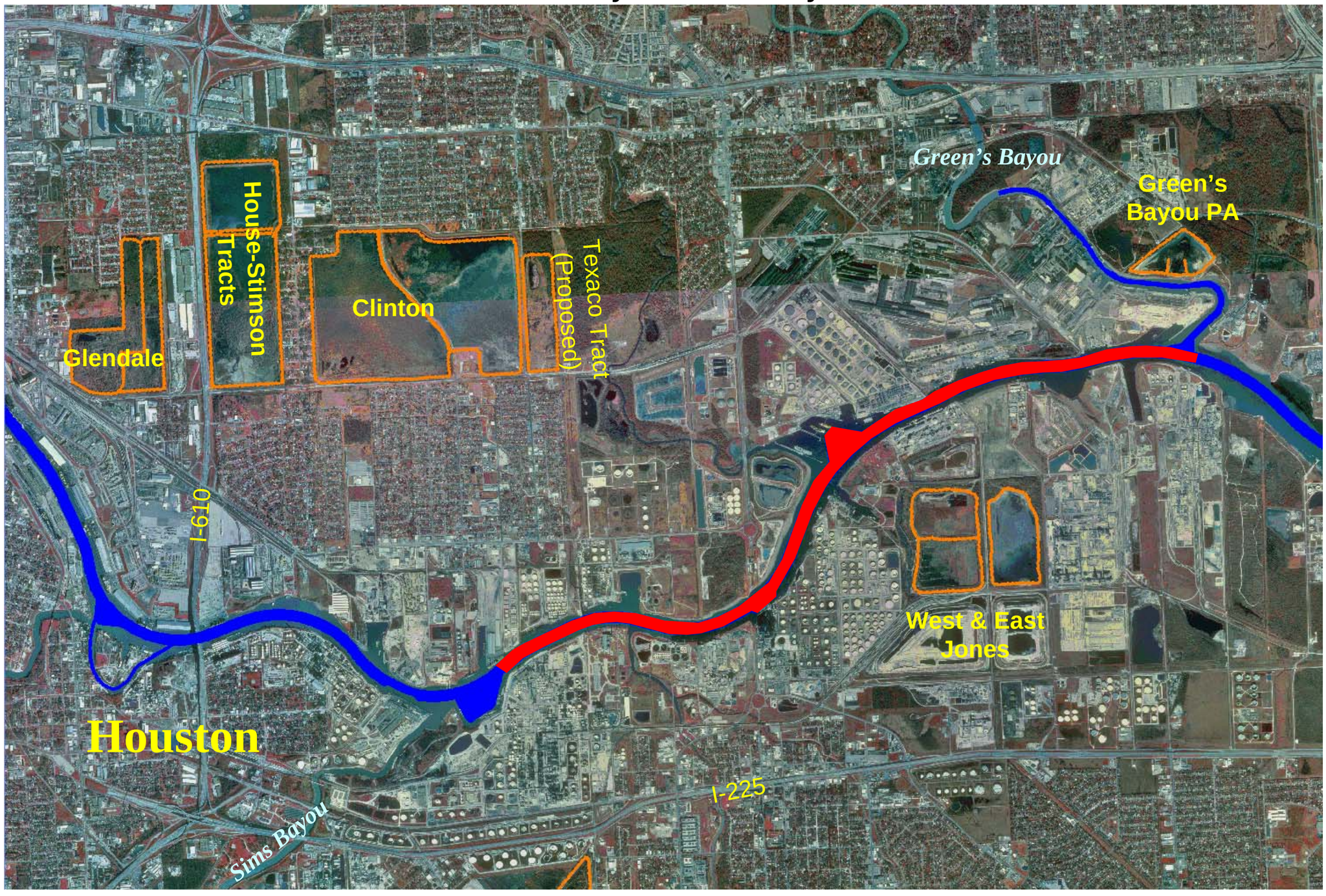
SCALE IN FEET

Houston Ship Channel 5

US Army Corps of Engineers®
Galveston District

Houston Ship Channel

Green's Bayou to Sims Bayou



N

HUNTING BAYOU TURNING BASIN

CURVE NO. 24

920+00

930+00

940+00

950+00

960+00

970+00

980+00

990+00

1000+00

1010+00

1020+00

1030+00

1040+00

1050+00

1060+00

1070+00

1080+00

1090+00

1100+00

1110+00

1120+00

1130+00

1140+00

1150+00

1160+00

1170+00

1180+00

1190+00

1200+00

P.C. STA. 967+79.47

P.T. STA. 1015+40.27

P.C. STA. 984+21.44

P.T. STA. 983+91.71

CURVE NO. 26

CURVE NO. 27

CURVE NO. 28

CURVE NO. 29

CURVE NO. 30

CURVE NO. 31

EQUATION P.T. STA. 1020+41.17 (FWD) = P.C. STA. 1025+52.01 (BK)

P.C. STA. 1016+10.74

P.T. STA. 1016+10.74

SHIP CHANNEL

CLINTON ISLAND TURNING BASIN

PLAN

0 500 1,000 1,500

SCALE IN FEET

Houston Ship Channel 6

WEST JONES
NORTH CELL
(NOT AVAILABLE
THIS CONTRACT)

WEST JONES
NORTH CELL
(NOT AVAILABLE
THIS CONTRACT)

WEST JONES
SOUTH CELL
(NOT AVAILABLE
THIS CONTRACT)

EAST JONES
DISPOSAL AREA

EAST JONES
DISPOSAL AREA

HUNTING BAYOU
TURNING BASIN

CURVE
NO. 23

CURVE
NO. 21

CURVE
NO. 22

CURVE
NO. 24

CURVE No. 20

P.T. STA. 840+14.12

P.T. STA. 834+06.45

P.C. STA. 772+57.66

EQUATION
P.C. STA. 822+23.87 (BK.) =
P.C. STA. 824+87.70 (AHD.)

EQUATION
P.T. STA. 805+35.35 (BK.) =
P.T. STA. 806+38.74 (AHD.)

EQUATION
STA. GREENS BAYOU
STA. 811+45.16 H.S.C.

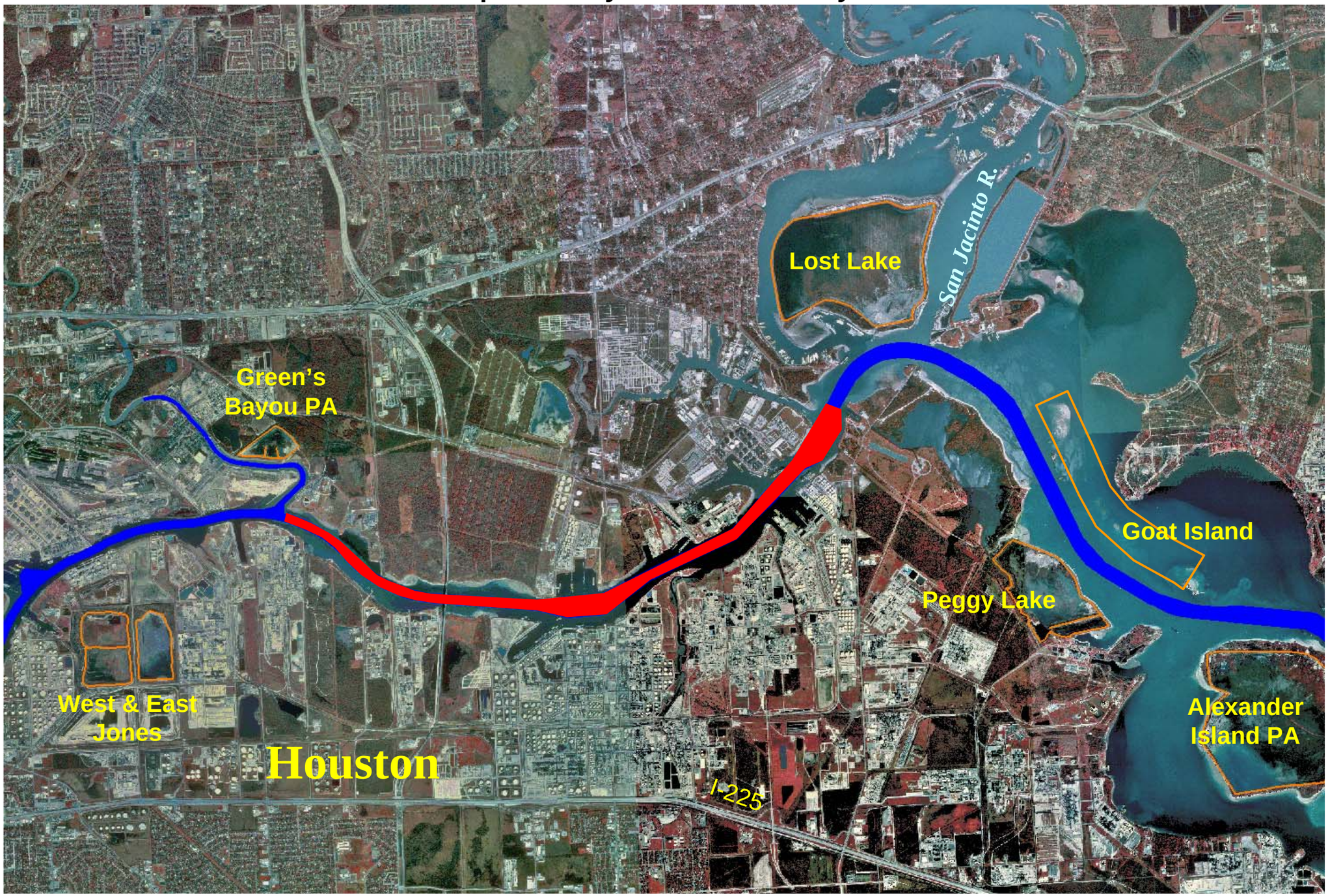
PLAN
0 500 1,000 1,500
SCALE IN FEET

Houston Ship Channel 7

US Army Corps of Engineers®
Galveston District

Houston Ship Channel

Carpenter Bayou to Green's Bayou



N

P.C.C. STA. 764+89.38

P.C. STA. 728+96.93

CURVE No. 19

CURVE No. 18

X = 3,222,488.980
Y = 711,851.980

X = 3,226,870.86
Y = 711,521.28

P.I. STA. 684+06.58
X = 3,226,870.86
Y = 711,521.28

X = 3,229,683.23
Y = 711,749.76

X = 3,232,614.94
Y = 713,288.29

BEGIN FLARE
STA. 631+56.81

610+00
620+00
630+00
640+00
650+00
660+00
670+00
680+00
690+00
700+00
710+00
720+00
730+00
740+00
750+00
760+00
770+00
780+00
790+00

200'
300'
580'

Houston Ship Channel 8

PLAN
0 500 1,000 2,000
SCALE IN FEET

N

P.I. STA. 531+52.166
X = 3,239,242.215
Y = 719,219.107

530'
530+00
540+00
550+00
530'
560+00
570+00
580+00
590+00
600+00
610+00
620+00
630+00
640+00
650+00
660+00
670+00
680+00
690+00

END FLARE
STA. 527+35.122
385'

STA. 544+06.545

BEGIN TRANSITION
STA. 570+00

END TRANSITION
STA. 580+00

P.I. STA. 550+66.002
X = 3,238,248.345
Y = 717,584.785

400'

X = 3,235,427.45
Y = 714,602.64

X = 3,232,614.94
Y = 713,288.29
BEGIN FLARE
STA. 631+56.817

X = 3,229,683.23
Y = 711,749.76

200'
200'
580'
300'
685+35.1

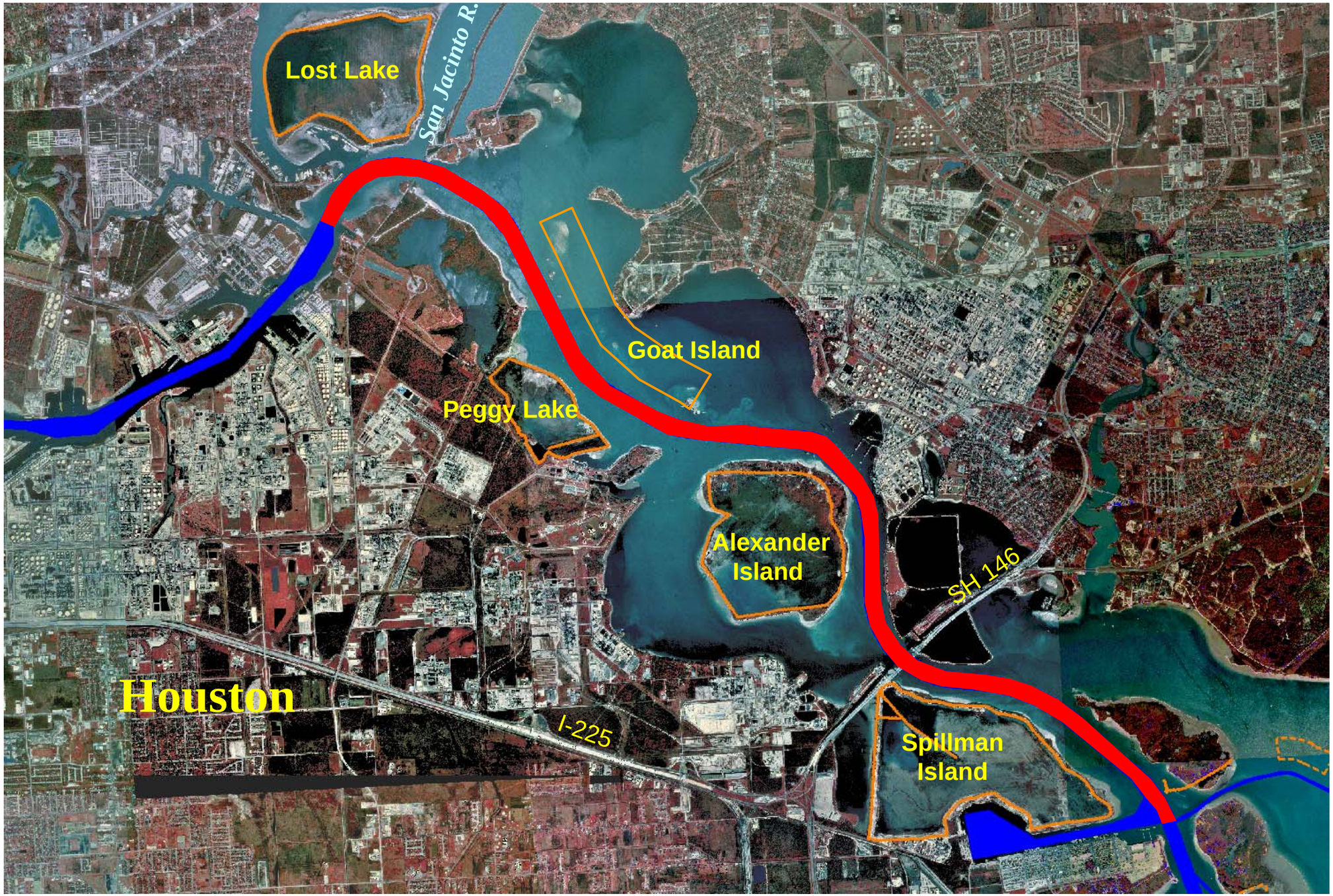
PLAN
0 500 1,000 1,500
SCALE IN FEET

Houston Ship Channel 9

US Army Corps of Engineers®
Galveston District

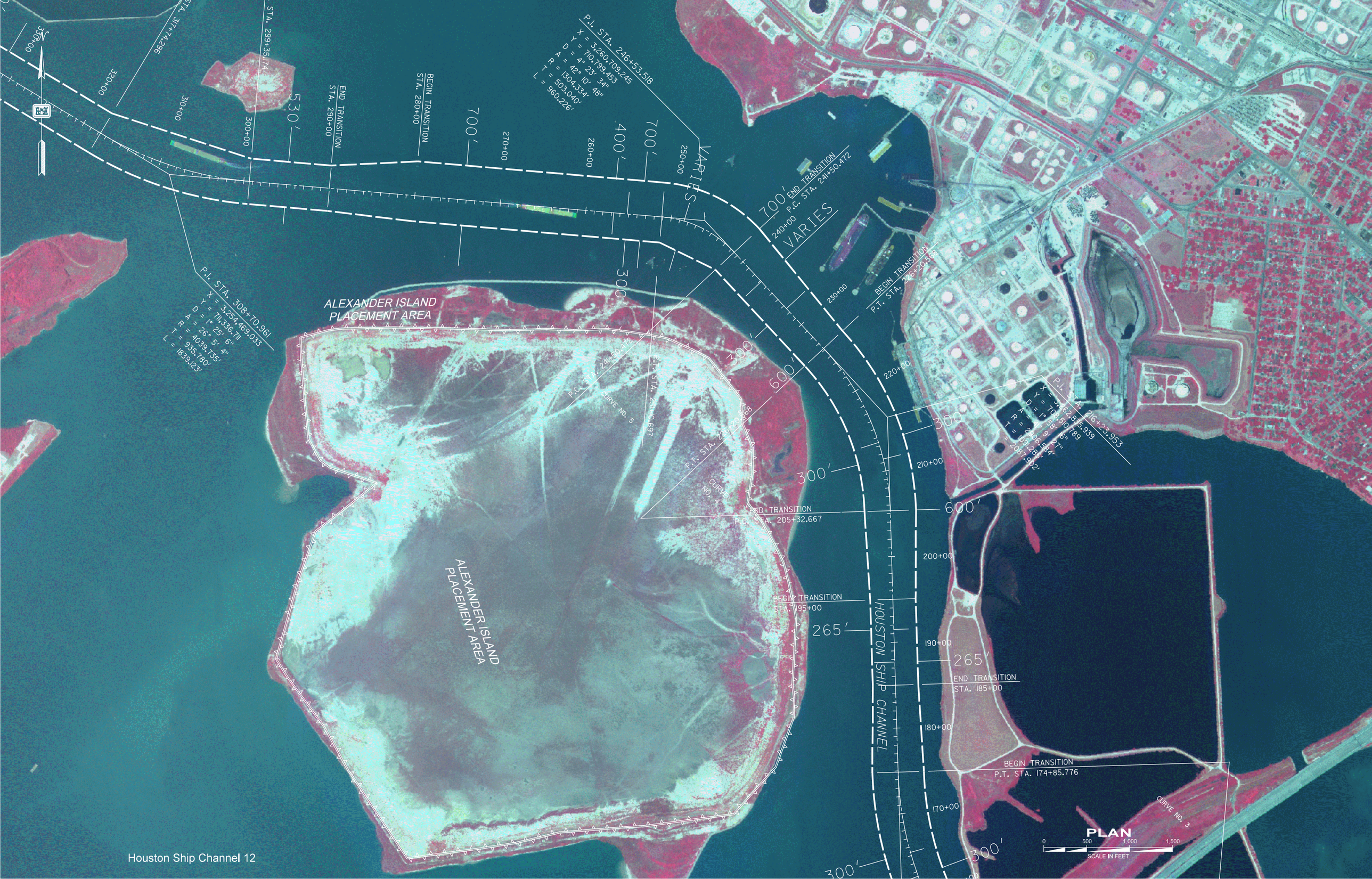
Houston Ship Channel

Morgan's Point to Carpenter Bayou



N
LOST LAKE PLACEMENT AREA
LOST LAKE PLACEMENT AREA
P.I. STA. 496+38.689
X = 3,241,024.110
Y = 722,621.610
D = 2° 8′ 25"
A = 62° 25′ 15"
R = 2677.002′
T = 1621.919′
L = 2916.463′
P.I. STA. 469+51.658
X = 3,243,758.001
Y = 722,618.648
D = 1° 19′ 14"
A = 28° 45′ 2"
R = 4338.621′
T = 1111.974′
L = 2177.086′
490+00
480+00
470+00
460+00
450+00
440+00
430+00
420+00
500+00
510+00
530′
530+00
P.I. STA. 447+08.648
X = 3,245,723.326
Y = 721,537.635
P.I. STA. 428+36.699
X = 3,247,292.018
Y = 720,455.400
D = 1° 50′ 53"
A = 28° 50′ 54"
R = 3100.525′
T = 797.472′
L = 1561.105′
END TRANSITION - BEGIN FLARE STA. 520+00
P.T. STA. 509+33.233
BEGIN 1100′ TRANSITION
CURVE NO. 10
P.C.C. STA. 480+16.770
P.C. STA. 458+39.684
CURVE NO. 9
P.I. STA. 531+52.166
X = 3,239,242.215
Houston Ship Channel 10
PLAN
0
500
1,000
1,500
SCALE IN FEET

CURVE NO. 9
P.T. STA. 433+
CURVE NO. 8
P.C. STA. 420+39.227
420+00
410+00
400+00
390+00
380+00
600'
END TRANSTION STA. 370+00
BEGIN TRANSITION P.T. STA. 360+70.110
360+00
CURVE NO. 7
P.C. STA. 342+97.352
350+00
340+00
530'
330+00
320+00
P.T. STA. 317+74.296
CURVE NO. 6
P.C. STA. 299+35.174
310+00
300+00
530'
END TRANSITION STA. 290+00
BEGIN TRANSITION STA. 280+00
700'
PEGGY LAKE PLACEMENT AREA
P.I. STA. 352+08.210
X = 3,250,723.678
Y = 713,587.593
D = 1° 49' 49"
A = 32° 26' 42"
R = 3130.582'
T = 910.850'
L = 1772.758'
PEGGY LAKE PLACEMENT AREA
Houston Ship Channel 11
PLAN
0 500 1,000 1,500
SCALE IN FEET
ALEXANDER ISLAND



ALEXANDER ISLAND PLACEMENT AREA
ALEXANDER ISLAND PLACEMENT AREA
HOUSTON SHIP CHANNEL
P.I. STA. 246+53.518
X = 3,260,709.245
Y = 710,799.453
D = 4° 23' 34"
A = 42° 10' 48"
R = 1304.334'
T = 503.040'
L = 960.226'
P.I. STA. 308+70.961
X = 3,254,469.033
Y = 711,336.711
D = 1° 25' 6"
A = 26° 5' 4"
R = 4039.735'
T = 935.780'
L = 1839.123'
P.I. STA. 216+23.953
BEGIN TRANSITION STA. 280+00
END TRANSITION STA. 290+00
STA. 299+35.174
STA. 317+74.296
END TRANSITION P.C. STA. 241+50.472
BEGIN TRANSITION P.T. STA. 226+20.568
BEGIN TRANSITION STA. 195+00
END TRANSITION P.C. STA. 205+32.667
END TRANSITION STA. 185+00
BEGIN TRANSITION P.T. STA. 174+85.776
CURVE NO. 5
CURVE NO. 4
CURVE NO. 3
VARIES
530'
700'
400'
300'
600'
265'
PLAN
SCALE IN FEET
0
500
1,000
1,500
Houston Ship Channel 12

N

P.I. STA. 153+05.770
X = 3,263,066.314
Y = 706,334.022
D = 1° 29' 36"
A = 83° 26' 36"
R = 3860.373'
T = 3442.092'
L = 5622.103'

300'
300'
160+00
150+00
600'
140+00
130+00
120+00
110+00
100+00
90+00
80+00
600'
70+00
60+00
50+00
40+00
30+00
20+00

P.C. STA. 118+63.674

P.I. STA. 86+22.865
X = 3,269,872.205
Y = 700,360.724
D = 0° 49' 40"
A = 35° 51' 16"
R = 6920.527'
T = 2238.908'
L = 4330.726'

PLAN
0 500 1,000 1,500
SCALE IN FEET

END TRANSITION
P.C. STA. 63+83.955

BEGIN TRANSITION
STA. 54+00

SPILLMAN ISLAND
PLACEMENT AREA

P.T. STA. 107+14.68

CURVE NO. 2

P.C. STA. 63+83.955

SPILLMAN ISLAND
PLACEMENT AREA

P.I. STA. 21+48.49

265'
530'

P.I. STA. 16
X = 3,275,
Y = 695,78
D = 1° 17'
A = 29° 4
R = 4434.6
T = 1150.8
L = 2250.8

PLACE

P.C. STA. 4+97.27

VARIES

530'

BARGE FLEETING AREA
DREDGED TO 12 MLW

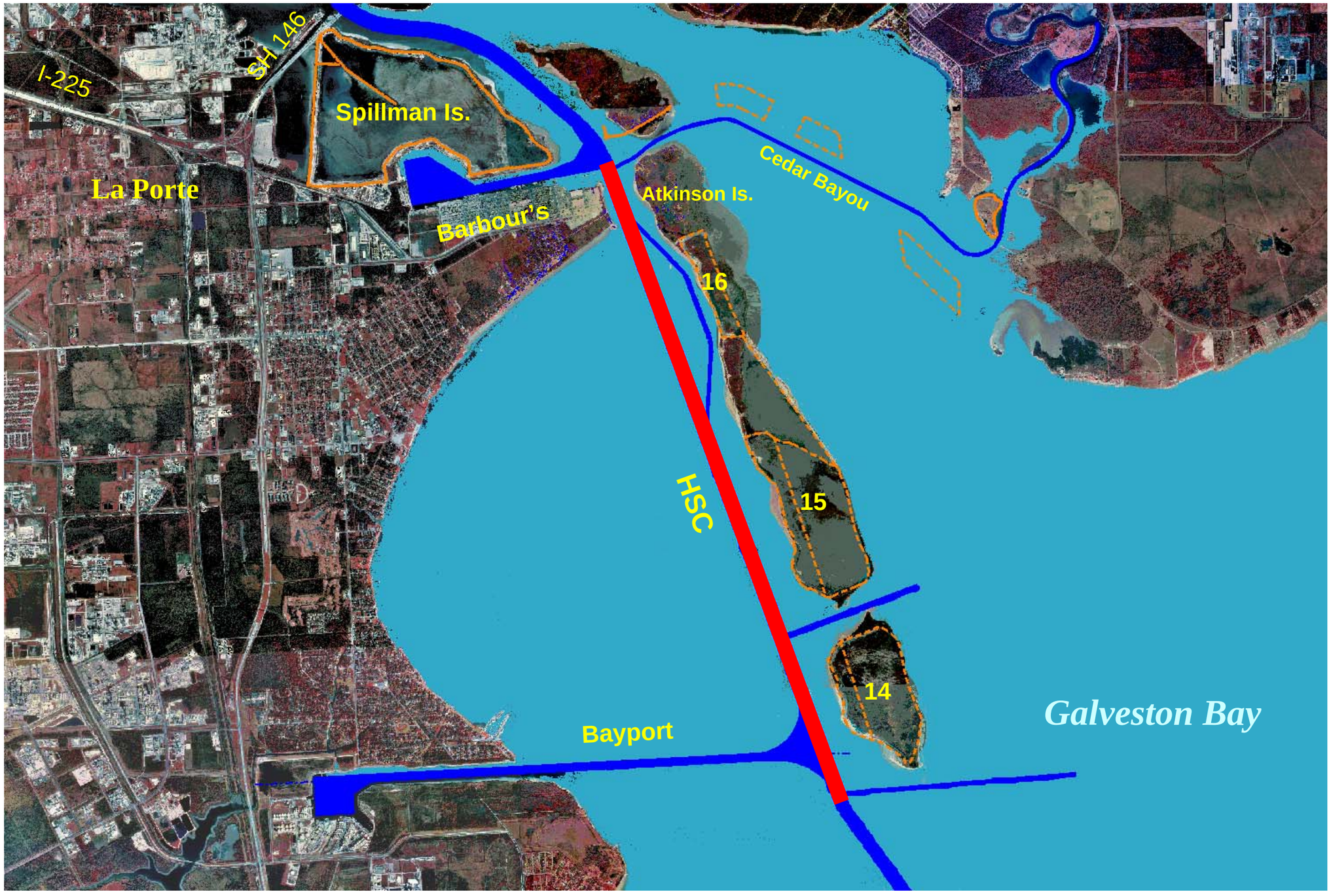
BARBOURS TERMINAL CHANNEL

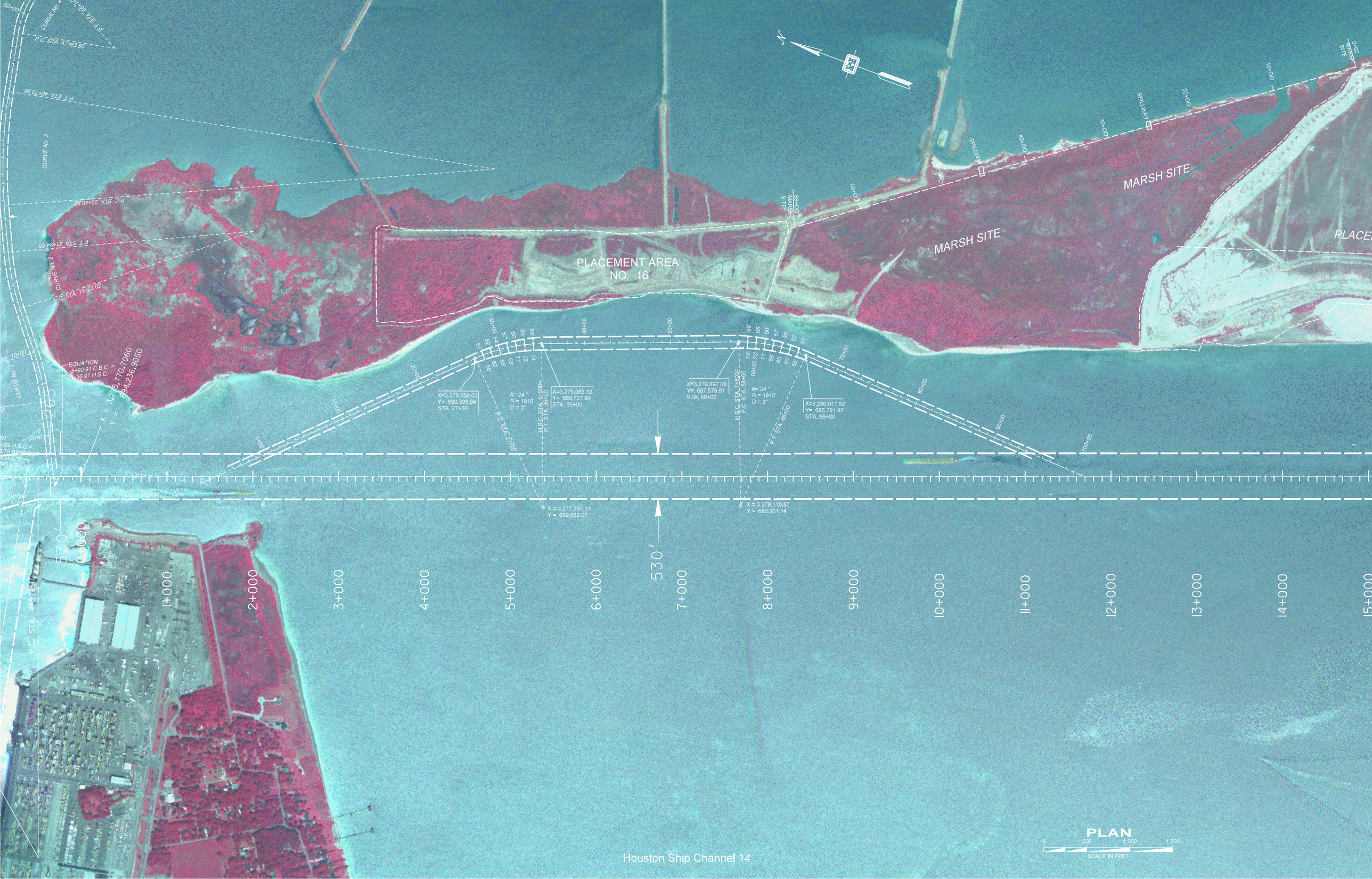
Houston Ship Channel 13

US Army Corps of Engineers®
Galveston District

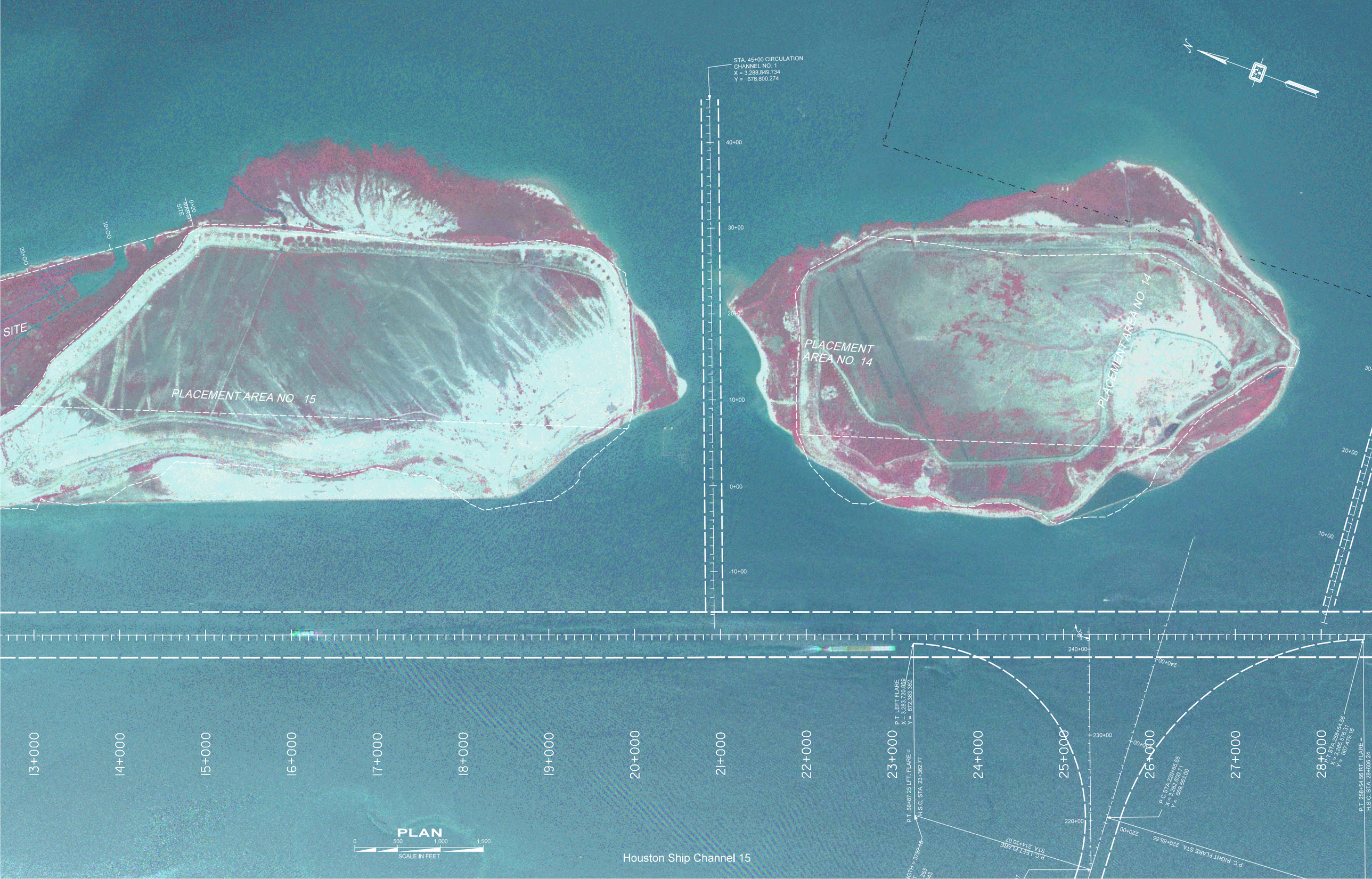
Houston Ship Channel

Beacon 76 to Morgan's Point



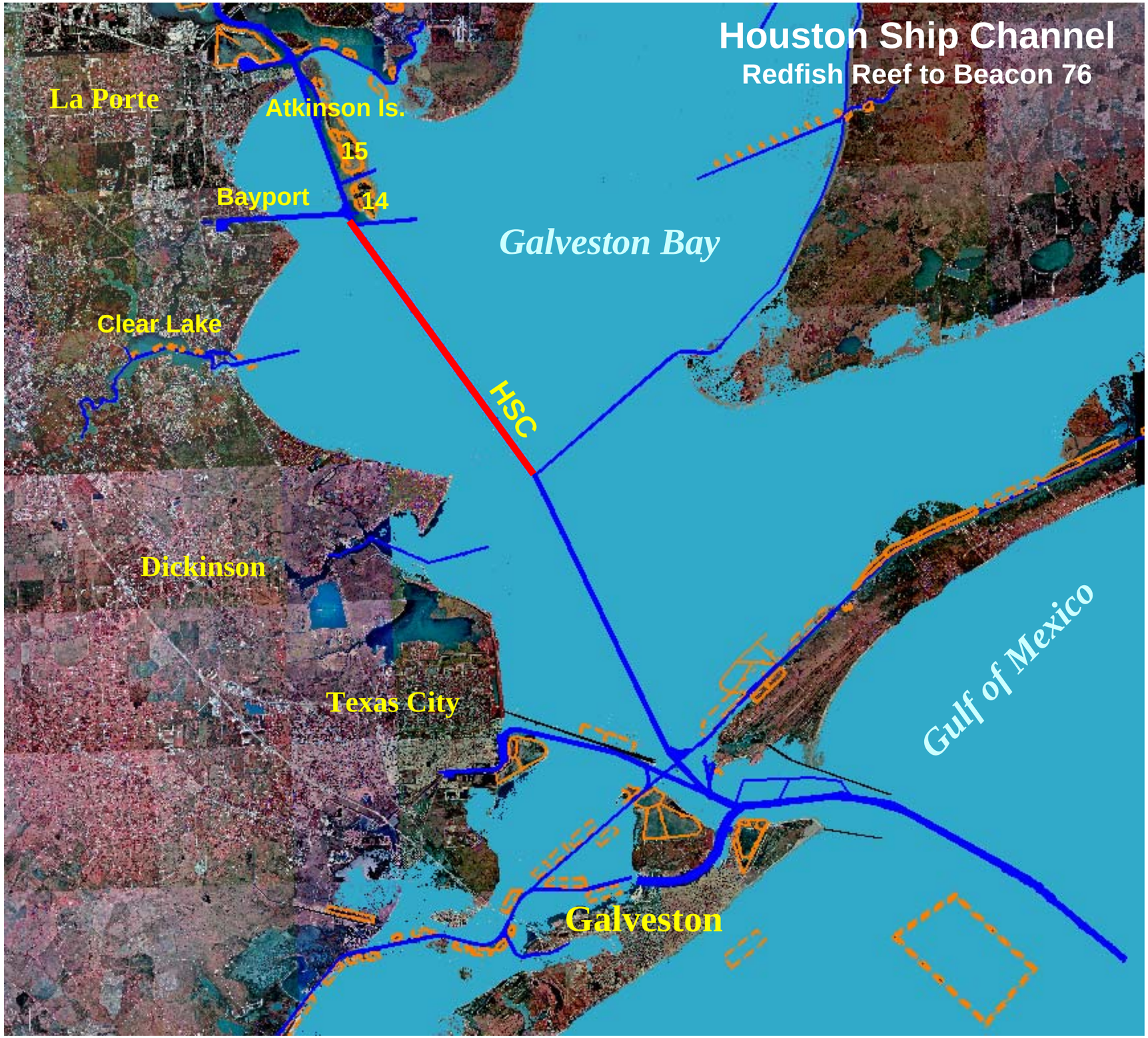


PLACEMENT AREA
NO. 16
MARSH SITE
MARSH SITE
SPILLWAY
SPILLWAY
PLACE
CURVE No. 3
CURVE No. 2
CURVE No. 1
P.C. STA. 47+63.85
P.T. STA. 40+70.96
P.C. STA. 27+40.82
P.T. STA. 21+94.65
P.C. STA. 15+22.02
EQUATION:
X = 3,275,770.7060
Y = 694,236.9050
X=3,278,654.03
Y= 690,395.94
STA. 27+00
Δ= 24°
R = 1910'
D = 3°
X=3,279,083.32
Y= 689,727.84
STA. 35+00
X=3,279,897.08
Y= 687,576.91
STA. 58+00
X=3,280,017.52
Y= 686,791.97
STA. 66+00
X = 3,277,297.11
Y = 689,052.07
X = 3,278,110.87
Y = 686,901.14
530'
0+000
1+000
2+000
3+000
4+000
5+000
6+000
7+000
8+000
9+000
10+000
11+000
12+000
13+000
14+000
15+000
PLAN
SCALE IN FEET
Houston Ship Channel 14


STA. 45+00 CIRCULATION
CHANNEL NO. 1
X = 3,288,849.734
Y = 676,800.274
40+00
30+00
20+00
10+00
0+00
-10+00
SITE
PLACEMENT AREA NO. 15
PLACEMENT AREA NO. 14
PLACEMENT AREA NO. 14
13+000
14+000
15+000
16+000
17+000
18+000
19+000
20+000
21+000
22+000
23+000
24+000
25+000
26+000
27+000
28+000
240+00
230+00
220+00
PLAN
0
500
1,000
1,500
SCALE IN FEET
Houston Ship Channel 15

US Army Corps of Engineers®
Galveston District

Houston Ship Channel
Redfish Reef to Beacon 76



PLACEMENT AREA NO. 14

80+00
70+00
60+00
50+00
40+00
30+00
20+00
10+00

N

530'

27+000
28+000
29+000
30+000
31+000
32+000
33+000
34+000
35+000
36+000
37+000
38+000
39+000
40+000
41+000
42+000

P.T. STA 2284+54.66
X = 3,285,578.31
Y = 867,478.16

P.T. 2284+54.58 RT. FLARE =
H.S.C. STA. 28+06.24

X=3,285,673.404
Y=867,492.721

CURVE LENGTH = 3788.01
POT POINT
X=3,282,770.415
Y=866,417.579

PLAN
0 500 1,000 1,500
SCALE IN FEET

Houston Ship Channel 16

HOUSTON SHIP CHANNEL

41+000
42+000
43+000
44+000
45+000
46+000
47+000
48+000
49+000
50+000
51+000
52+000
53+000
54+000
55+000
56+000

PLAN
0 500 1,000 1,500
SCALE IN FEET

Houston Ship Channel 17

55+000
56+000
57+000
58+000
59+000
60+000
61+000
62+000
63+000
64+000
65+000
66+000
67+000
68+000
69+000
70+000

PLAN

0 500 1,000 1,500

SCALE IN FEET

Houston Ship Channel 18

P.I. 78+489.90
X = 3,314,872.94
Y = 627,079.29

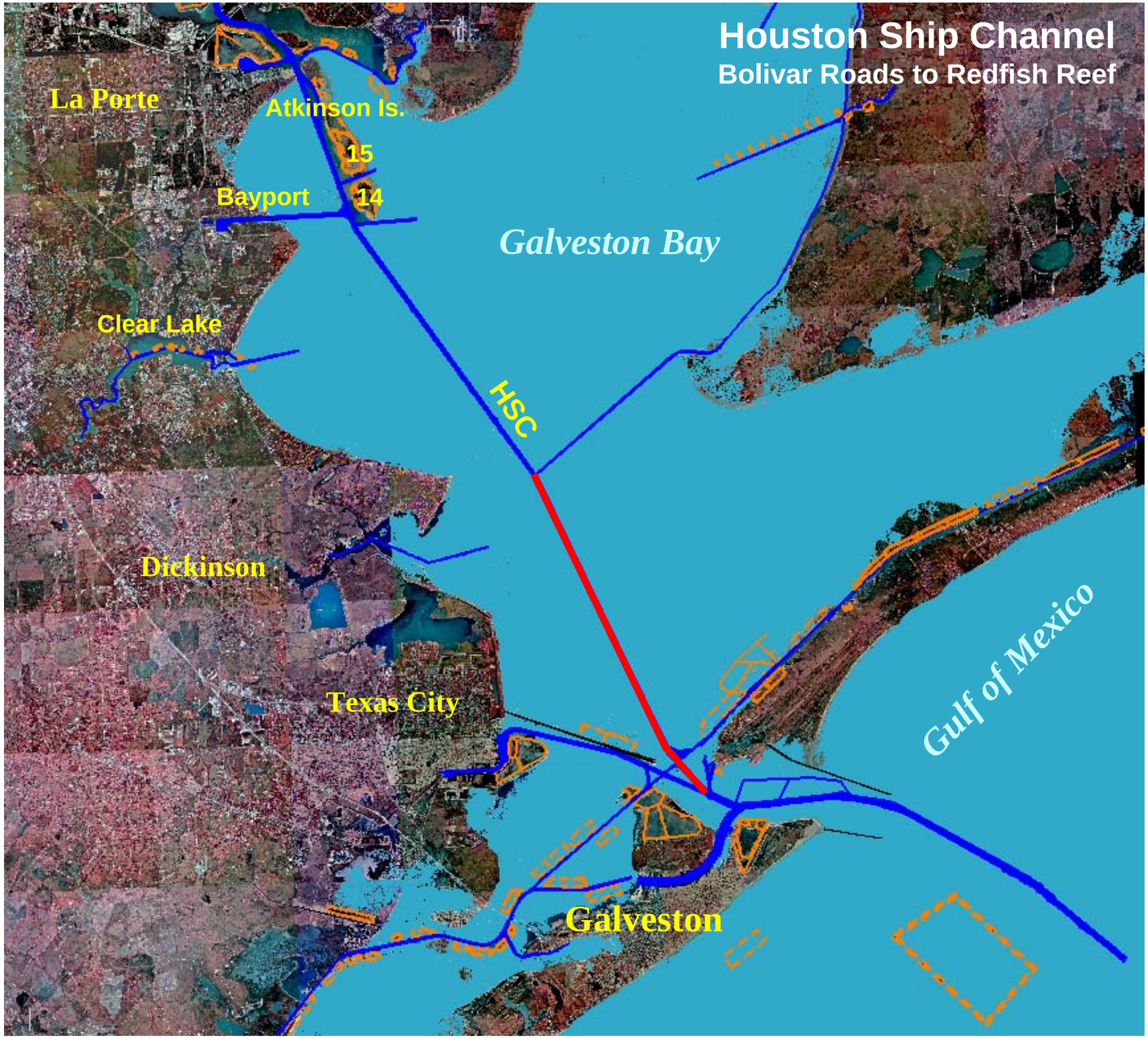
69+000
70+000
71+000
72+000
73+000
74+000
75+000
76+000
77+000
78+000
79+000
80+000
81+000
82+000
83+000
84+000

Houston Ship Channel 19

PLAN
0 500 1,000 1,500
SCALE IN FEET

US Army Corps of Engineers®
Galveston District

Houston Ship Channel
Bolivar Roads to Redfish Reef



HOUSTON SHIP CHANNEL

82+000
83+000
84+000
85+000
86+000
87+000
88+000
89+000
90+000
91+000
92+000
93+000
94+000
95+000
96+000
97+000

PLAN

0 500 1,000 1,500

SCALE IN FEET

Houston Ship Channel 20

HOUSTON SHIP CHANNEL

96+000
97+000
98+000
99+000
100+000
101+000
102+000
103+000
104+000
105+000
106+000
107+000
108+000
109+000
110+000
111+000

PLAN
0 500 1,000 1,500
SCALE IN FEET

Houston Ship Channel 21

ISTON SHIP CHANNEL

110+000

111+000

112+000

113+000

114+000

115+000

116+000

117+000

118+000

119+000

120+000

121+000

122+000

123+000

124+000

125+000

N

PLAN

0 500 1,000 1,500

SCALE IN FEET

Houston Ship Channel 22

END BAY REACH STA 139+000.000
BEGIN BOLIVAR ROADS CHANNEL
X = 3,343,535.560
Y = 574,841.361

400'

400'

P.I. STA. 128+728.999
X = 3,336,872.623
Y = 581,805.041

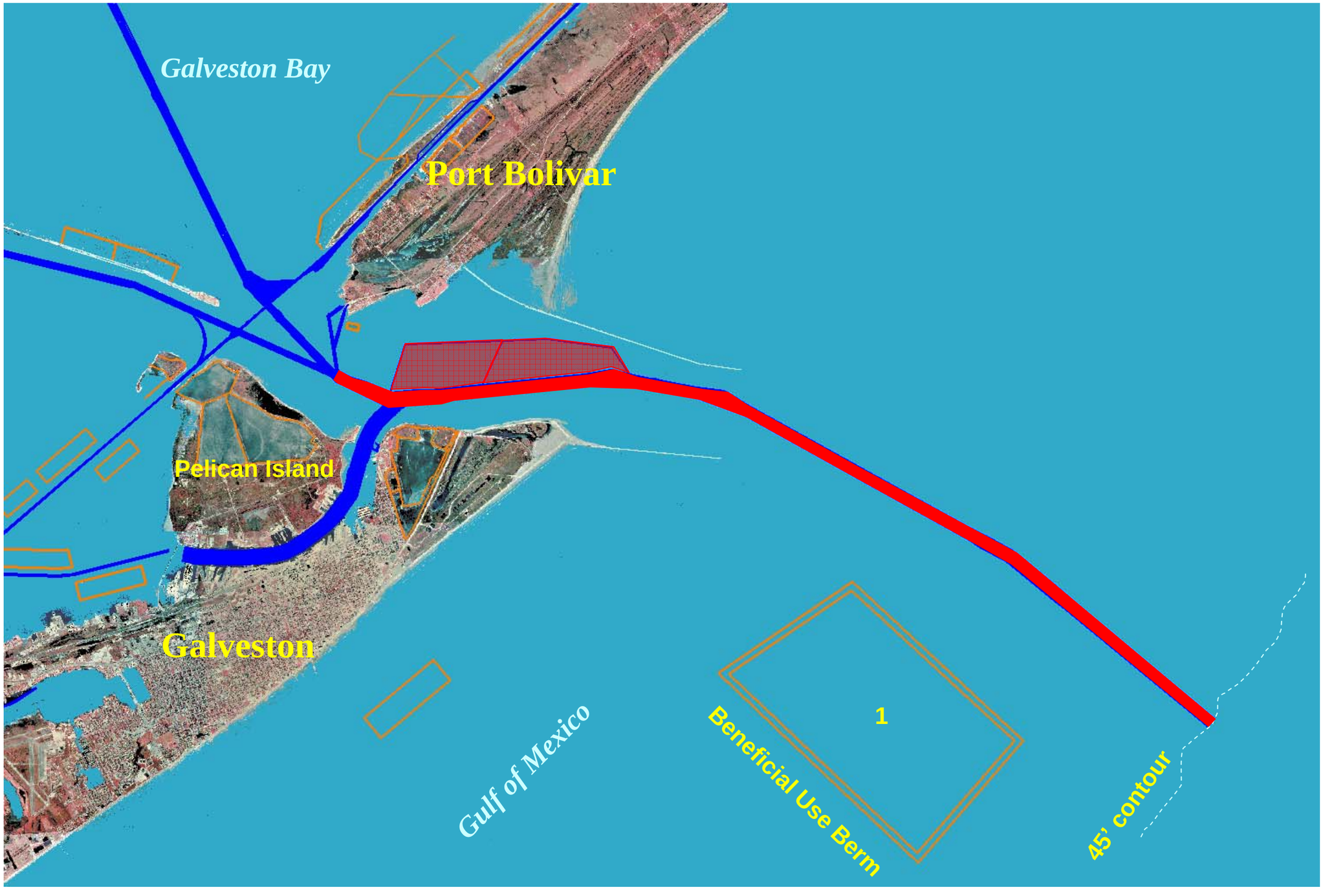
124+000
125+000
126+000
127+000
128+000
129+000
130+000
131+000
132+000
133+000
134+000
135+000
136+000
137+000
138+000
139+000

PLAN
0 500 1,000 1,500
SCALE IN FEET

Houston Ship Channel 23

US Army Corps of Engineers®
Galveston District

Galveston / Houston Ship Channel
Entrance Channel



END BAY REACH STA 138+366.818 =
BEGIN BOLIVAR ROADS CHANNEL STA 0+000
X = 3,343,535.560
Y = 574,841.361

STA. I.B.C. 6+350.58
X = 3,348,897.12
Y = 577,267.36

P.I. STA 4+490.072 =
G.H.C. STA 2+312.71
X = 3,347,628.98
Y = 572,996.19

4120.0' O/S
X = 3,356,392.93
Y = 578,044.73

13+886.62
3,587.02' O/S
X = 3,356,447.77
Y = 577,514.55

SHALLOW ANCHORAGE AREA

400'
1+000
2+000
3+000
500'
4+000
STA 1+200
BEGIN TRANSITION
STA 2+300
END TRANSITION
500'
STA 6+700 BEGIN
TRANSITION
STA 7+800 END
TRANSITION
500'
400'
10+000
11+000
12+000
13+000
14+000
15+000
STA 8+016.62
BEGIN TRANSITION
STA 9+239.66
END TRANSITION
400'
INNER BAR CHANNEL

Houston Ship Channel 24

PLAN
0 500 1,000 1,500
SCALE IN FEET

17+292
3,358.02'O/S
X = 3,359,858.86
Y = 577,637.19

21+912.87
2,200'O/S
X = 3,364,888.79
Y = 576,990.64

P.I. STA. 21+752.72
X = 3,364,800.00
Y = 574,772.41

ANCHORAGE AREA

15+000
16+000
17+000
18+000
19+000
20+000
21+000
22+000
23+000
24+000
25+000
26+000
27+000
28+000
29+000

185'

800'

STA 19+800
BEGIN FLARE

STA 23+800
END FLARE

800'

STA 28+400
BEGIN FLARE

OUTER BAR CHANNEL

N

PLAN
0 500 1,000 1,500
SCALE IN FEET

Houston Ship Channel 25

N

P.I. STA. 30+515.36
X = 3,373,416.92
Y = 573,181.00

X = 3,373,587.75
Y = 573,657.91

800'

800'

240'

STA 28+400
BEGIN FLARE

STA 32+600
END FLARE

29+000

30+000

31+000

32+000

33+000

34+000

35+000

36+000

37+000

38+000

39+000

40+000

41+000

42+000

43+000

44+000

ENTRANCE CHANNEL

Houston Ship Channel 26

PLAN

0 500 1,000 1,500

SCALE IN FEET

N

43+000
44+000
45+000
46+000
47+000
48+000
49+000
50+000
51+000
52+000
53+000
54+000
55+000
56+000
57+000
58+000

STA 55+840.35 END
EXISTING CHANNEL

P.I. STA. 55+840.35
X = 3,395,576.72
Y = 560,921.36

800'

1.3 NAU. MI.

STA 52+400
BEGIN TRANSITION

STA 53+500
END TRANSITION

1000'

1000'

PLAN
0 500 1,000 1,500
SCALE IN FEET

Houston Ship Channel 27

STA 55+840.35 END
EXISTING CHANNEL

P.I. STA. 55+840.35
X = 3,395,576.72
Y = 560,921.36

55+000
56+000
57+000
58+000
59+000
60+000
61+000
62+000
63+000
800'
64+000
65+000
66+000
67+000
68+000
69+000
70+000

1000'
1000'

STA 60+700
BEGIN TRANSITION

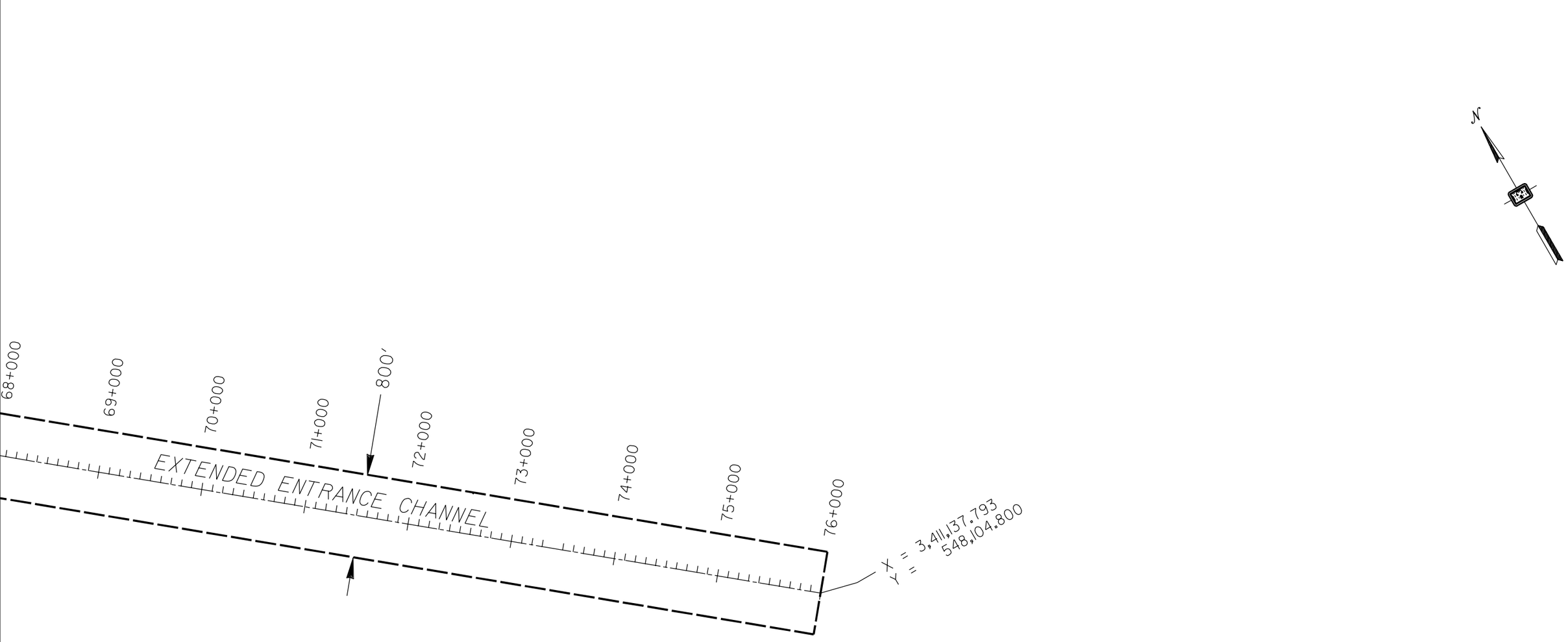
STA 61+800
END TRANSITION

61+240

EXTENDED ENT

Houston Ship Channel 28

PLAN
0 500 1,000 1,500
SCALE IN FEET



Houston Ship Channel 29

PLAN

0 500 1,000 1,500

SCALE IN FEET