

CESWG-OD-N

02 July, 2010
Reference Notice
2010-13**MEMORANDUM FOR NAVIGATION INTERESTS**

SUBJECT: Forecast of Dredging and Marine Construction

SNWW – LOWER AND MIDDLE NECHES RIVER, IN JEFFERSON AND ORANGE COUNTIES, TEXAS

The Dredge “Marion” (Pine Bluff Dredging Co.) will begin dredging the Lower Neches River near Bean’s Fleet in June 2010. Material will be placed in confined Placement Area No. 12.

HOUSTON SHIP CHANNEL – SIMS BAYOU TO TURNING BASIN AND LIGHT DRAFT CHANNEL, IN HARRIS COUNTY, TEXAS

The Cutterhead Dredge “Jason LaQuay” (T.W. LaQuay Dredging LLC) is dredging Houston Ship Channel in the Main Turning Basin, and will proceed down the channel to Sims Bayou over the next five months. All material is being placed at House Tract Placement Area. The small cutterhead dredge “Shamrock” will be used to dredge the Light Draft Channel (navigable part of Buffalo Bayou).

HOUSTON SHIP CHANNEL – MORGAN’S POINT TO EXXON AND BARBOUR’S CUT TERMINAL, IN HARRIS COUNTY, TEXAS

The Cutterhead Dredge “Leonard Fisher” (King Fisher Marine Service LP) will begin dredging operations in the Houston Ship Channel and Barbour’s Cut Terminal approximately the second week in June. Dredging operations will proceed until March 2011. All material will be placed in Spilmans Island and Alexander Island Placement Areas.

HGNC – GALVESTON CHANNEL DEEPENING STATION 20+000 to 8+031.53

King Fisher Marines’ pipeline Dredge “Wayman Boyd.” A submerged line, pontoon line and shore pipeline is in place to San Jacinto Placement Area. Dredging operations will begin the week of July 4, 2010.

RECOVERY-GULF INTRACOASTAL WATERWAY, TEXAS, HIGH ISLAND TO ROLLOVER PASS, PLACEMENT AREA LEVEE REPAIRS AND IMPROVEMENTS, PLACEMENT AREA NO. 28, 33, 34, AND 35

Construction is being performed simultaneously on Placement Areas 28, 33, 34 and 35 in a contract with ECC along the Gulf Intracoastal Waterway between High Island Bridge and Rollover Bay and in a separate contract with Weston on Placement Areas 36, 37, 39, 40, 41, 42 and 43 along the GIWW from Rollover Bay to Port Bolivar. In some cases work will be conducted from the water side with work barges to install articulated concrete blocks along the levees fronting the GIWW. It is requested that barges be restricted from parking on the banks of these placement areas as work is being conducted. Work is anticipated to continue through the end of June. A slow bell is also requested through this reach because wakes will affect the contractors ability to work and place materials on the banks. Operations scheduled through end of June. Signs requesting a no wake zone are being put up by the Contractors in areas where workers are on the banks of the GIWW laying the geotextile or articulated concrete mats.

**GULF INTRACOASTAL WATERWAY, TEXAS, COLORADO RIVER TO UPPER
MATAGORDA BAY, IN MATAGORDA COUNTY, TEXAS**

The Cutterhead Dredge "Shamrock" (Orion Dredging) is off site.

**CORPUS CHRISTI SHIP CHANNEL, TEXAS – LAQUINTA CHANNEL AND JEWEL FULTON
CANAL IN NUECES COUNTY, TEXAS**

The Dredge "John C LaQuay" is dredging operations in the La Quinta Channel. The dredge is at the entrance to La Quinta Channel will continue dredging in this area till the end of June, 2010, then proceed to the Jewel Fulton Channel at mile marker 0.50 and work in a northerly direct towards the Basin. Material will be placed in up-land Placement Area Number 13.

**MATAGORDA SHIP CHANNEL, TEXAS – GALINIPPER POINT TO POINT COMFORT,
GIWW - NATURAL BAY BOTTOM AND CHANNEL TO PALACIOS**

The Dredge "Mike Hooks" has completed dredging in the Matagorda Ship Channel, and is preparing to move the dredge to the Channel Palacios. The dredge will start in the early part of June, 2010 at Beacon 30(Mile Marker 6.17) in the Palacios Channel and dredge in a northerly direction towards the City Basin. Placement of material will be placed in Open water placement areas along the channel.

**GULF INTRACOASTAL WATERWAY, TEXAS – MAIN CHANNEL ACROSS ARANSAS BAY
IN ARANSAS AND CALHOUN COUNTIES, TEXAS.**

The Dredge J.N. Fisher is dredging in Gulf Intracoastal Waterway, in the Aransas Bay at mile marker 522.80 and dredging in an easterly direction. Open water Placement areas on the west side of the Gulf Intracoastal Waterway (G.I.W.W) will be used.

**BRAZOS ISLAND HARBOR, TEXAS, BROWNSVILLE SHIP CHANNEL, MAIN CHANNEL,
AND PORT ISABELL CHANNEL CAMERON COUNTY, TEXAS**

Weeks Marine is currently dredging in the Brownsville Ship Channel, Station 20+000 to 89+000. Dredging is complete from 20+000 to 65+000 and a Temporary Draft Restriction of 36 feet at PT 34+680.76 (COE Survey Station) has been cleared. Weeks Marine is currently at Station 80+000 and working back towards 65+000. There is a submerged line back to the vicinity of 80+000 where Weeks is pumping into Placement Area 8 upland.

- » *Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.*
- » *Dredging operations are continuous, 24 hrs, 7 days, unless otherwise noted.*
- » *Dredging operations will continue through the month unless otherwise indicated.*
- » *Dredges monitor channel 13 and/or 16 on marine VHF radio, respective dredges should be contacted for coordination of passing and movement near operations.*

DISTRICT ENGINEER
CORPS OF ENGINEERS
GALVESTON DISTRICT

DEPARTMENT OF THE ARMY
GALVESTON DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

JUNE 2010
HYDROGRAPHIC REPORT

CHANNELS WITH PROJECT DEPTHS 25 FEET OR OVER

A report of the depths available for navigation in the Federal Project Waterways of the Galveston Distric

★ Indicates changes from previous report

● Indicates dredging under contract

★● Indicates changes from previous report and dredging under contract

Distances are in statute miles

Depths are based on Corps of Engineers mean low tide datum

JUNE 2010

PROJECT DIMENSIONS

PROJECT CONDITIONS

| Deep Draft Channels | Date of Survey | Feet Width | Miles Length | Feet Depth | Left Outside Qtr (Feet) | Left Inside Qtr (Feet) | Right Inside Qtr (Feet) | Right Outside Qtr (Feet) | Symbols |
|--|----------------|------------|--------------|------------|-------------------------|------------------------|-------------------------|--------------------------|---------|
| | | | | | | | | | ★●☉ |
| SABINE-NECHES WATERWAY | | | | | | | | | |
| Sabine Pass: | | | | | | | | | |
| Sabine Bank Channel | 17-Apr-10 | 800 | 14.7 | 42 | 36.30 | 41.31 | 40.37 | 34.45 | ☐ |
| Outer Bar Channel | 9-Apr-10 | 800 | 3.4 | 42 | 34.87 | 41.96 | 38.87 | 33.53 | ☐ |
| Jetty Channel | 29-Mar-10 | 800-500 | 4.1 | 40 | 31.88 | 42.70 | 41.06 | 30.00 | ☐ |
| Pass Channel | 30-Mar-10 | 500-1150 | 5.6 | 40 | 22.14 | 31.61 | 40.36 | 20.76 | ☐ |
| Anchorage Basin | 21-Apr-10 | 1500 | 1.6 | 40 | 34.96 | 23.26 | 12.77 | 6.33 | ☐ |
| Port Arthur Canal | 24-Mar-10 | 500 | 5.5 | 40 | 34.00 | 39.50 | 37.42 | 29.58 | ☐ |
| Junction-Port Arthur Canal and Sabine-Neches Canal | 22-Jun-10 | 400-1200 | 1.3 | 40 | 27.06 | 33.86 | 30.45 | 27.65 | ★ |
| Entrance to Port Arthur Turning Basins | 22-Jun-10 | 282-735 | 0.4 | 40 | 31.69 | 32.30 | 33.90 | 31.20 | ★ |
| Port Arthur East Turning Basin | 22-Jun-10 | 370-547 | 0.3 | 40 | 34.61 | 34.53 | 33.73 | 33.41 | ★ |
| Port Arthur West Turning Basin | 22-Jun-10 | 350-735 | 0.3 | 40 | 37.70 | 31.10 | 34.41 | 32.36 | ★ |
| Channel from Port Arthur West Turning Basin to Taylors Bayou Turning Basin | 22-Jun-10 | 200-350 | 0.6 | 40 | 29.24 | 38.72 | 34.88 | 32.61 | ★ |
| Taylors Bayou Turning Basin | 22-Jun-10 | 90-1233 | 0.7 | 40 | 31.48 | 39.00 | 40.02 | 38.41 | ★ |
| Sabine-Neches Canal: | | | | | | | | | |
| Junction with Port Arthur Canal to Neches River | 15-Jun-10 | 400 | 11.1 | 40 | 26.75 | 35.97 | 34.27 | 26.65 | ★ |
| Neches River to Sabine River (Section B) | 13-Apr-10 | 200 | 4.5 | 30 | 19.05 | 20.41 | 18.77 | 15.44 | ☐ |

JUNE 2010

PROJECT DIMENSIONS

PROJECT CONDITIONS

| Deep Draft Channels | Date of Survey | Feet Width | Miles Length | Feet Depth | Left Outside Qtr (Feet) | Left Inside Qtr (Feet) | Right Inside Qtr (Feet) | Right Outside Qtr (Feet) | Symbols |
|---|----------------|------------|--------------|------------|-------------------------|------------------------|-------------------------|--------------------------|---------|
| | | | | | | | | | ★●☉ |
| Neches River Channel: | | | | | | | | | |
| Mouth to Smith Bluff Cut-off | 17-Mar-10 | 400 | 9.58 | 40 | 24.10 | 26.70 | 30.33 | 27.70 | ☐ |
| Turning Basin at Deer Bayou | 22-Feb-10 | 700 | 0.30 | 40 | 35.82 | 34.75 | 32.10 | 31.41 | ☐ |
| Turning Basin at Smiths Bluff | 12-Mar-10 | 1400-400 | 0.24 | 40 | 33.60 | 33.60 | 33.90 | 34.00 | ☐ |
| Smith Bluff Cut-off to Maneuvering Area at Beaumont Turning Basin | 17-Mar-10 | 400 | 8.40 | 40 | 33.87 | 38.09 | 33.78 | 31.26 | ☐ |
| Turning Basin @ mile 40.3 | 12-Mar-10 | 400-1306 | 0.28 | 40 | 34.09 | 38.09 | 39.58 | 36.89 | ☐ |
| Channel Extension C | 12-Mar-10 | 350 | 0.23 | 36 | 34.25 | 35.20 | 35.58 | 33.75 | ☐ |
| Maneuvering Area at Beaumont Turning Basin | 22-Mar-10 | varies | 0.40 | 40 | 36.35 | 36.31 | 35.21 | 31.52 | ☐ |
| Beaumont turning Basin (Extension) (Not a Federal Channel) 2.6 | 1-Apr-03 | 400-535 | 0.28 | 34 | 37.00 | 35.00 | 36.00 | 30.00 | ☐ |
| Beaumont Turning Basin Extension | 22-Mar-10 | 300 | 0.31 | 34 | 34.49 | 33.33 | 26.76 | 22.34 | ☐ |
| Beaumont Turning Basin to vicinity of Bethlehem Shipyards | 22-Mar-10 | 200 | 1.13 | 30 | 14.55 | 19.07 | 20.71 | 13.41 | ☐ |
| Sabine River Channel: | | | | | | | | | |
| Mouth to Orange Municipal Slip | 13-Apr-10 | 200 | 6.80 | 30 | 21.00 | 25.24 | 28.99 | 23.55 | ★ |
| Orange Turning basin | 13-Apr-10 | 200-1400 | 0.66 | 30 | 24.97 | 26.16 | 26.63 | 30.51 | ★ |
| Orange Municipal Slip | 7-Apr-10 | 150-200 | 0.57 | 30 | 24.08 | 28.73 | 25.28 | 21.70 | ★ |
| Orange Municipal Slip to Old U.S. Highway 90 Bridge Site | 13-Apr-10 | 200 | 2.00 | 30 | 26.51 | 28.79 | 30.21 | 27.80 | ★ |
| Channel around Orange Harbor Island | 7-Apr-10 | 151-200 | 2.40 | 25 | 12.41 | 11.10 | 5.61 | 5.05 | ★ |

JUNE 2010

PROJECT DIMENSIONS

PROJECT CONDITIONS

| Deep Draft Channels | Date of Survey | Feet Width | Miles Length | Feet Depth | Left Outside Qtr (Feet) | Left Inside Qtr (Feet) | Right Inside Qtr (Feet) | Right Outside Qtr (Feet) | Symbols |
|--|----------------|------------|--------------|------------|-------------------------|------------------------|-------------------------|--------------------------|---------|
| | | | | | | | | | ★●☉ |
| GALVESTON HARBOR | | | | | | | | | |
| Entrance Channel | 4-Mar-10 | 800-1000 | 8.60 | 47 | 43 | 47 | 46 | 36 | ☐ |
| Outer Bar Channel | 4-Mar-10 | 800 | 1.70 | 47 | 39 | 45 | 47 | 47 | ☐ |
| Inner Bar Channel | 4-Mar-10 | 800 | 3.30 | 47 | 39 | 44 | 45 | 38 | ☐ |
| Anchorage Basin | 19-Apr-10 | 3100 | 1.90 | 34 | 22 | 17 | 18 | 22.3 | ★ |
| Bolivar Roads Channel | 3-Mar-10 | 800 | 0.85 | 47 | 47 | 49 | 46 | 43 | ☐ |
| Bolivar Roads to Exxon Oil Dock | 15-Apr-10 | 1125 | 1.64 | 40 | 21.29 | 36.36 | 42.25 | 33.16 | ☉ |
| Exxon Oil Dock to Todds Shipyard | 15-Apr-10 | 1125 | 1.50 | 40 | 36.19 | 42.2 | 42.28 | 22.96 | ☉ |
| Todds Shipyards to Pier B (43rd St.) | 15-Apr-10 | 1075 | 1.30 | 40 | 35.76 | 37.23 | 32.6 | 22.23 | ☉ |
| TEXAS CITY HARBOR | | | | | | | | | |
| Bolivar Roads to Turning Basin | 18-Mar-10 | 400 | 6.80 | 40 | 31.54 | 38.31 | 40.22 | 34.97 | ★ |
| Texas City Turning Basin | 12-Mar-10 | 1200 | 0.81 | 40 | 39.89 | 37.64 | 35.52 | 37.65 | ★ |
| Industrial Canal | 12-Mar-10 | 250-1200 | 1.70 | 40 | 38.59 | 39.93 | 40.99 | 37.64 | ★ |
| Industrial Turning Basin | 12-Mar-10 | 1000 | 0.22 | 40 | 39.44 | 40.56 | 40.46 | 39.09 | ★ |
| HOUSTON SHIP CHANNEL | | | | | | | | | |
| Bolivar Roads to Red Fish Light 1 | 27-May-10 | 530 | 12.38 | 45 | 44 | 46 | 46 | 41 | ☐ |
| Red Fish Light 1 to Beacon 76 (Turn) | 28-May-10 | 400 | 8.33 | 45 | 33 | 45 | 46 | 38 | ☐ |
| Beacon 76 to Lower End Morgans Point Cut | 27-May-10 | 530 | 5.49 | 45 | 33 | 46 | 45 | 33 | ☐ |
| Bayport Channel | | | | | | | | | |
| Flare at Houston Ship Channel | 17-May-10 | 5243-300 | 0.50 | 40 | 40 | 43 | 40 | 39 | ● |
| Entrance Channel | 10-Mar-10 | 300 | 3.12 | 40 | 37 | 40 | 40 | 36 | ● |
| Turning Basin | 10-Mar-10 | 300-1600 | 0.46 | 40 | 38 | 40 | 41 | 37 | ● |

JUNE 2010

PROJECT DIMENSIONS

PROJECT CONDITIONS

| Deep Draft Channels | Date of Survey | Feet Width | Miles Length | Feet Depth | Left Outside Qtr (Feet) | Left Inside Qtr (Feet) | Right Inside Qtr (Feet) | Right Outside Qtr (Feet) | Symbols |
|--|----------------|------------|--------------|------------|-------------------------|------------------------|-------------------------|--------------------------|---------|
| | | | | | | | | | ★●☐ |
| Lower End Morgans Point Cut to Exxon Oil Co. Slip | 25-Jan-10 | 400-525 | 4.36 | 45 | 27 | 34 | 41 | 28 | ● |
| Barbours Terminal Channel | | | | | | | | | |
| Flare at Houston Ship Channel | 26-Jan-10 | 1222-300 | 0.40 | 40 | 34 | 35 | 33 | 32 | ☐ |
| Entrance Channel | 26-Jan-10 | 300 | 0.62 | 40 | 41 | 45 | 45 | 38 | ☐ |
| Turning Basin | 26-Jan-10 | 300-1900 | 0.52 | 40 | 45 | 43 | 40 | 38 | ☐ |
| Exxon Oil Co. Slip to Carpenter Bayou | 31-Mar-10 | 400-525 | 5.60 | 45 | 37 | 44 | 43 | 37 | ☐ |
| Carpenter Bayou to Green Bayou | 1-Apr-10 | 400-300 | 5.40 | 40-45 | 42 | 43 | 42 | 40 | ● |
| Entrance to Greens Bayou to First Bend Above Mouth | 1-Jun-09 | 500-175 | 0.37 | 36 | 30 | 31 | 32 | 32 | ☐ |
| Greens Bayou to Hunting Bayou (Upper End) | 19-May-10 | 300 | 2.20 | 40 | 41 | 41 | 41 | 40 | ☐ |
| Turning Point at Hunting Bayou | 2-Apr-10 | 600 | 0.26 | 40 | 33 | 37 | 39 | 35 | ☐ |
| Hunting Bayou to Southern Pacific Slip | 12-Apr-10 | 300 | 3.50 | 40 | 33 | 37 | 39 | 33 | ☐ |
| Turning Point at Clinton Island | 12-Apr-10 | 700 | 0.30 | 40 | 38 | 40 | 36 | 33 | ☐ |
| Southern Pacific Slip to Turning Basin Wharf 15 | 12-Apr-10 | 300 | 2.98 | 36 | 34 | 37 | 36 | 32 | ● |
| Turning Point at Brady Island | 20-Dec-09 | 422 | 0.21 | 36 | 40 | 42 | 41 | 37 | |
| Turning Basin | 25-Jan-10 | 250-1000 | 0.58 | 36 | 25 | 27 | 31 | 28 | ● |
| Upper Turning Basin | 26-Jan-10 | 150 | 0.26 | 36 | 23 | 21 | 18 | 14 | ● |

JUNE 2010

PROJECT DIMENSIONS

PROJECT CONDITIONS

| Deep Draft Channels | Date of Survey | Feet Width | Miles Length | Feet Depth | Left Outside Qtr (Feet) | Left Inside Qtr (Feet) | Right Inside Qtr (Feet) | Right Outside Qtr (Feet) | Symbols |
|-------------------------------------|----------------|------------|--------------|------------|-------------------------|------------------------|-------------------------|--------------------------|---------|
| | | | | | | | | | ★●☉ |
| FREEPORT HARBOR | | | | | | | | | |
| Outer Bar Channel | 23-Mar-10 | 400 | 4.92 | 47 | 44.84 | 45.17 | 45.32 | 43.8 | ★ |
| Jetty Channel | 23-Mar-10 | 400 | 1.35 | 45 | 41 | 44.88 | 44.98 | 41.85 | ★ |
| Lower Turning Basin | 23-Mar-10 | 750 | 0.13 | 45 | 35.5 | 39.64 | 42.4 | 36.4 | ★ |
| Channel to Brazosport Turning Basin | 25-Mar-10 | 400-600 | 0.48 | 45 | 35.65 | 39.64 | 40.86 | 35.39 | ★ |
| Brazosport Turning Basin | 25-Mar-10 | 500-100 | 0.28 | 45 | 39.55 | 42.1 | 39.59 | 37.19 | ★ |
| Channel to Upper Turning Basin | 25-Mar-10 | 280-750 | 1.03 | 45 | 40.8 | 43.77 | 44.35 | 40.38 | ★ |
| Upper Turning Basin | 25-Mar-10 | 600-1190 | 0.18 | 45 | 42.01 | 44.32 | 43.98 | 42.99 | ★ |
| Brazos Harbor Approach Channel | 25-Mar-10 | 200-650 | 0.53 | 36 | 36.46 | 38.4 | 39.18 | 39.6 | ★ |
| Brazos Harbor Turning Basin | 25-Mar-10 | 750 | 0.11 | 36 | 33.9 | 37.6 | 38.2 | 39.2 | ★ |
| MATAGORDA SHIP CHANNEL | | | | | | | | | |
| Sea Bar and Jetty Channel | 19-Apr-10 | 300 | 3.69 | 38 | 38.2 | 37.8 | 37.8 | 36.8 | ☐ |
| Matagorda Peninsula to Lt. 48 | 4-Mar-10 | 300-200 | 12.47 | 36 | 33.06 | 35.78 | 35.12 | 32.98 | ☐ |
| Light 48 to Alcoa Channel | 17-Apr-10 | 200 | 5.54 | 36 | 34.53 | 35.52 | 35.62 | 35.65 | ☉ |
| Alcoa Channel to Turning Basin | 25-May-10 | 200-399 | 1.13 | 36 | 39.07 | 38.33 | 38.54 | 35.75 | ☉ |
| Point Comfort Turning Basin | 3-Mar-10 | 1000 | 0.19 | 36 | 18.29 | 33.75 | 34.15 | 33.52 | ● |

JUNE 2010

PROJECT DIMENSIONS

PROJECT CONDITIONS

| Deep Draft Channels | Date of Survey | Feet Width | Miles Length | Feet Depth | Left Outside Qtr (Feet) | Left Inside Qtr (Feet) | Right Inside Qtr (Feet) | Right Outside Qtr (Feet) | Symbols |
|---|----------------|------------|--------------|------------|-------------------------|------------------------|-------------------------|--------------------------|---------|
| | | | | | | | | | ★●☉ |
| CORPUS CHRISTI SHIP CHANNEL | | | | | | | | | |
| Aransas Pass: | | | | | | | | | |
| Sea Bar Channel | 1-Apr-10 | 700-600 | 2.79 | 47 | 47 | 46.3 | 47.2 | 45.9 | ☐ |
| Jetty Channel | 1-Apr-10 | 600 | 1.28 | 47-45 | 47.2 | 48.3 | 47.2 | 46.4 | ☐ |
| Inner Basin at Harbor Island | 20-Jan-10 | 600-1559 | 0.63 | 45 | 40.2 | 45.2 | 42.3 | 37 | ☐ |
| Inner Basin at Main Channel | 20-Jan-10 | 600 | 0.63 | 45 | 50.2 | 56.2 | 56.2 | 52.8 | ☐ |
| Humble Basin to Junction at La Quinta Channel | 13-Nov-09 | 600-500 | 10 | 45 | 39.9 | 45.29 | 44.02 | 41.84 | ☐ |
| La Quinta Channel Junction to Bcn. 82 | 10-Nov-09 | 400 | 9.66 | 45 | 40.08 | 47.6 | 45.77 | 41.83 | ☐ |
| Bcn. 82 to Main Turning Basin | 9-Nov-09 | 400-300 | 0.91 | 45 | 47.16 | 50.02 | 51.27 | 47.83 | ☐ |
| Main Turning Basin | 19-Mar-09 | 300-800 | 1.21 | 45 | 40.4 | 44.8 | 45.4 | 38.9 | ☐ |
| Industrial Canal | 25-Aug-09 | 400 | 0.59 | 45 | 44.4 | 46.7 | 46.7 | 40.6 | ☐ |
| Avery Point Turning Basin | 10-Sep-09 | 400-975 | 0.47 | 45 | 44.5 | 45 | 46.4 | 43 | ☐ |
| Tule Lake Channel | 28-Oct-09 | 200-400 | 3.79 | 45 | 44.19 | 47.68 | 46.96 | 45.58 | ☐ |
| Chemical Turning Basin | 16-Sep-09 | 400-1200 | 0.48 | 45 | 46.5 | 47.3 | 46.4 | 45.2 | ☐ |
| Tule Lake Turning Basin | 15-Sep-09 | 1200-300 | 0.45 | 45 | 45.2 | 46.2 | 45.2 | 39.5 | ☐ |
| Viola Channel | 15-Aug-09 | 300-200 | 1.71 | 45 | 42.3 | 46 | 43.7 | 33 | ☐ |
| Viola Turning Basin | 14-Oct-09 | 700-900 | 0.3 | 45 | 45.6 | 46.6 | 46.6 | 35.2 | ☐ |
| CHANNEL TO LA QUINTA | | | | | | | | | |
| Channel | 20-Dec-08 | 300-400 | 5.49 | 45 | 42.5 | 44.1 | 43.5 | 39.4 | ● |
| Turning Basin | 20-Dec-08 | 1200 | 0.35 | 45 | 44.0 | 40.4 | 44.0 | 44.2 | ● |

JUNE 2010

PROJECT DIMENSIONS

PROJECT CONDITIONS

| Deep Draft Channels | Date of Survey | Feet Width | Miles Length | Feet Depth | Left Outside Qtr (Feet) | Left Inside Qtr (Feet) | Right Inside Qtr (Feet) | Right Outside Qtr (Feet) | Symbols |
|--|----------------|------------|--------------|------------|-------------------------|------------------------|-------------------------|--------------------------|---------|
| | | | | | | | | | ★●☉ |
| BRAZOS ISLAND HARBOR | | | | | | | | | |
| Brazos Santiago Pass: | | | | | | | | | |
| Entrance Channel | 4-May-10 | 300 | 1.9 | 44 | 45.5 | 44.5 | 43.4 | 40.5 | ★ |
| Jetty Channel | 10-Mar-10 | 300-400 | 1.9 | 42 | 45.9 | 46.1 | 45.8 | 44.9 | ★ |
| Channel Across Laguna Madre | 17-Mar-10 | 250 | 2.9 | 42 | 37.8 | 40.7 | 42 | 37.5 | ★ |
| Brownsville Channel: | | | | | | | | | |
| Junction Basin to Boca Chica Passing Basin | 26-Mar-10 | 250 | 4 | 42 | 41 | 39.1 | 38.1 | 37.1 | ☉ |
| Boca Chica Passing Basin to Goose Island Passing Basin | 15-Mar-10 | 250 | 5.4 | 42 | 36 | 38.3 | 38.1 | 36.3 | ☉ |
| Goose Island Passing Basin to Brownsvile Turning Basin | 6-May-10 | 300 | 2.8 | 42 | 38.8 | 41.4 | 41.8 | 40.2 | ☉ |
| Brownsville Turning Basin Extension | 6-May-10 | 500 | 1.4 | 42 | 26.7 | 38.6 | 38.7 | 38.4 | ☉ |
| Brownsville Turning Basin | 6-May-10 | 500-1200 | 0.5 | 36 | 30.3 | 37.3 | 37.6 | 37.4 | ☉ |
| Port Isabel Channel: | | | | | | | | | |
| East Wye | 4-May-10 | 200 | 1.2 | 36 | 27.3 | 29.6 | 29.9 | 26.7 | ★ |
| Turning Basin | 4-May-10 | 1000 | 0.25 | 36 | 30.8 | 37.1 | 32.7 | 37 | ★ |
| West Wye | 4-May-10 | 200 | 1 | 36 | 34.2 | 36.4 | 36.6 | 31.1 | ★ |

JUNE 2010

PROJECT DIMENSIONS

PROJECT CONDITIONS

| Deep Draft Channels | Date of Survey | Feet Width | Miles Length | Feet Depth | Left Outside Qtr (Feet) | Left Inside Qtr (Feet) | Right Inside Qtr (Feet) | Right Outside Qtr (Feet) | Symbols |
|---------------------|----------------|------------|--------------|------------|-------------------------|------------------------|-------------------------|--------------------------|---------|
| | | | | | ★●☉ | | | | |

Notes:

1

2

3

4

5

6

7

8

9

10