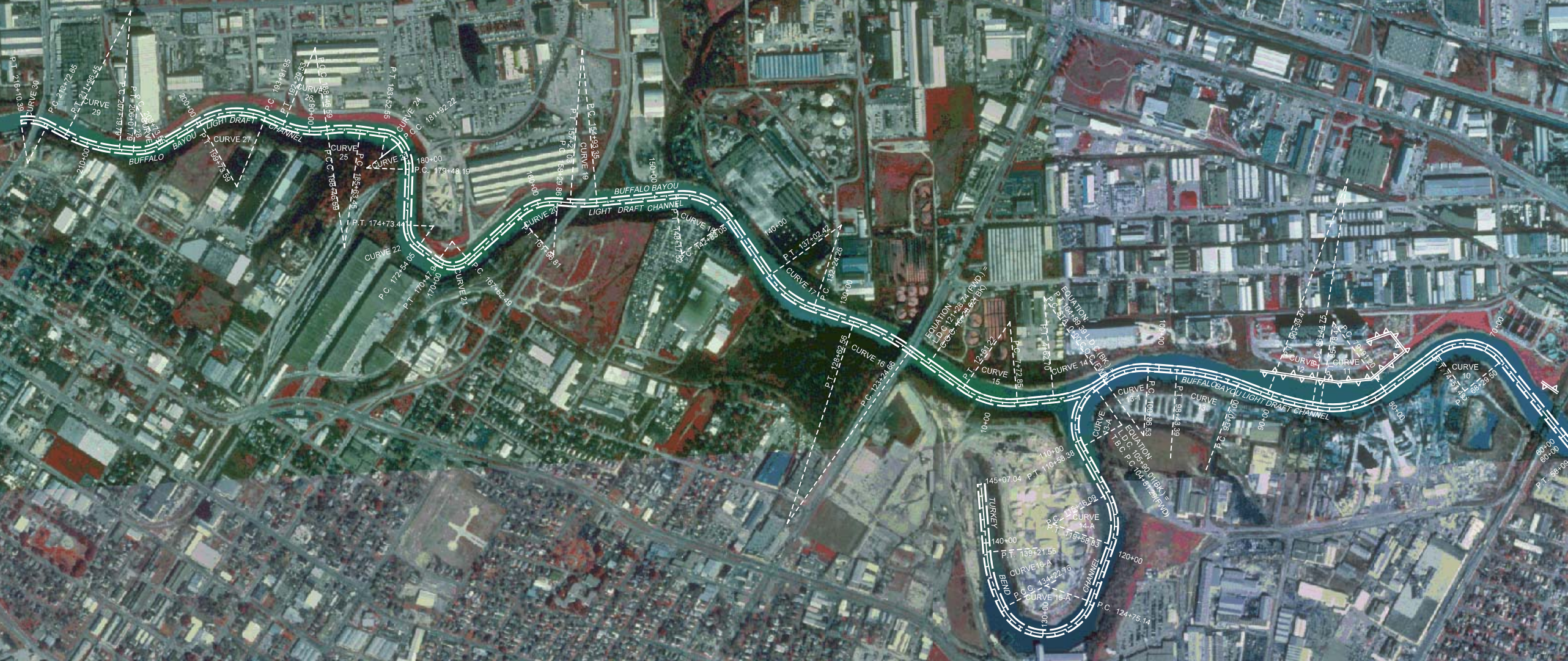


# Houston & Galveston Bay Complex



Houston - Galveston  
Entrance Channel

Click text to jump to the maps for that area.



Houston Ship Channel - Light-Draft 1





FILTER BED TRACT  
PLACEMENT AREA  
  
(NOT AVAILABLE  
THIS CONTRACT)

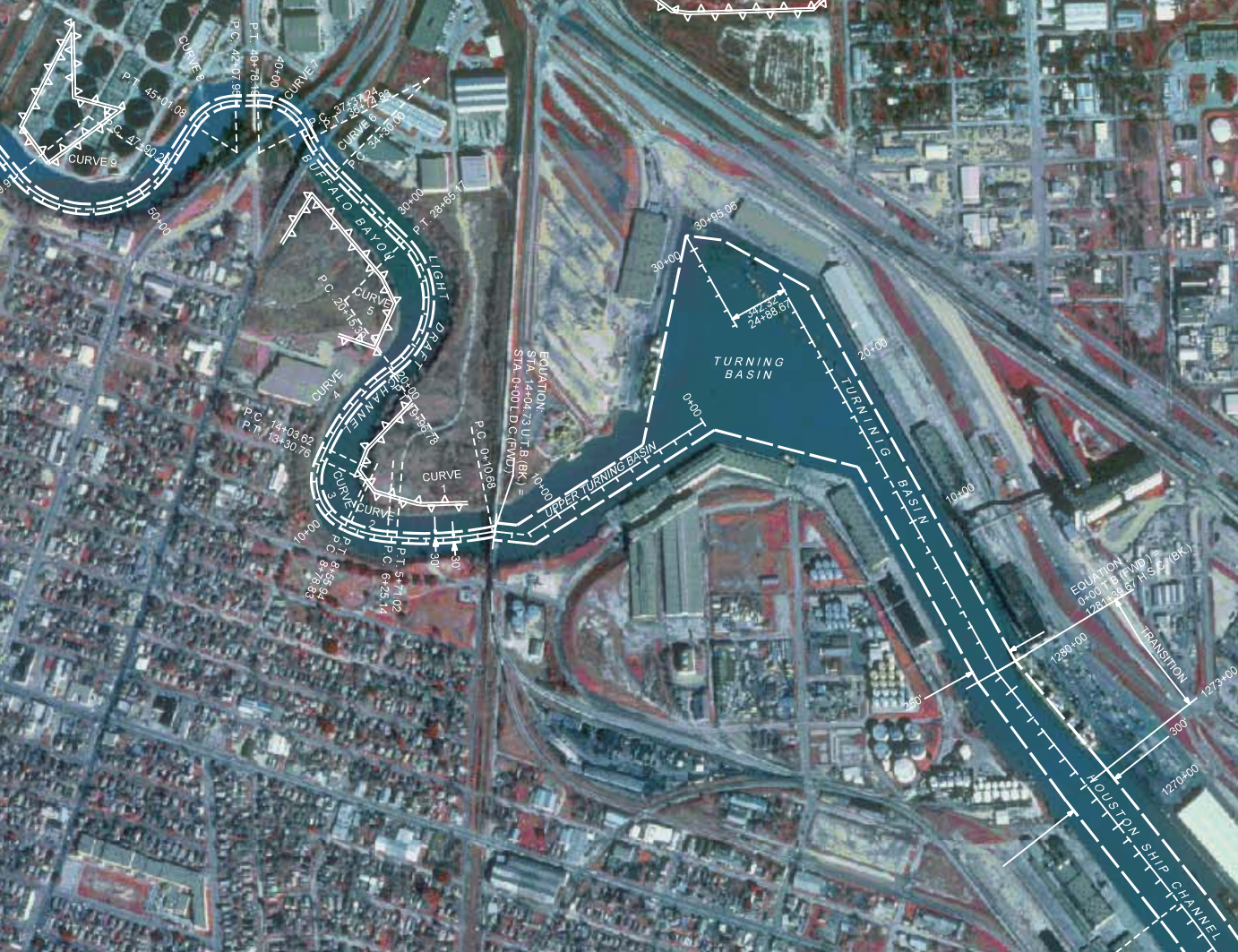
FILTER BED TRACT  
PLACEMENT AREA  
  
(NOT AVAILABLE  
THIS CONTRACT)

GLENDALE PLACEMENT AREA

GLENDALE PLACEMENT AREA

STIMPSON-HOUSE TRACT  
PLACEMENT AREA

STIMPSON-HOUSE TRACT  
PLACEMENT AREA



Houston Ship Channel 2





STIMPSON-HOUSE TRACT  
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





P.T. STA. 1244+28.19  
CURVE NO. 35  
P.C. STA. 1250+74.06

P.T. STA. 1235+71.35  
CURVE NO. 34  
P.C. STA. 1226+98.62

EQUATION:  
STA. 1216+49.57 H.S.C. =  
STA. 51+01.05 B.I.C.

EQUATION:  
STA. 1186+54.72 H.S.C. =  
STA. 3+74.54 B.I.C.

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

Houston Ship Channel 4

SPOIL BANK



SPILL BANK

ROSA ALLEN  
DISPOSAL AREA

(NOT AVAILABLE  
THIS CONTRACT)

Houston Ship Channel 5

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



Houston Ship Channel 6

PLAN



SCALE IN FEET



HUNTING BAYOU TURNING BASIN

CURVE NO. 24

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

Houston Ship Channel 7

PLAN



SCALE IN FEET

900+32.38  
 P.T. STA. 907+27.71  
 CURVE NO. 23  
 800+00  
 900+00  
 910+00  
 920+00  
 930+00  
 940+00  
 950+00  
 960+00  
 970+00  
 980+00  
 990+00  
 00+00  
 CURVE NO. 22  
 P.T. STA. 866+35.35  
 P.C. STA. 907+39.81  
 EQUATION:  
 P.C. STA. 892+24.87  
 P.T. STA. 961+37.00 (FWD)  
 CURVE NO. 21  
 P.T. STA. 849+14.12  
 P.C. STA. 840+56.56  
 00+00  
 00+00  
 00+00  
 EQUATION:  
 P.C. STA. 834+00.45  
 P.T. STA. 844+06.45  
 CURVE NO. 20  
 EQUATION:  
 P.C. STA. 814+43.18  
 P.T. STA. 814+43.18 (H.S.C.)  
 700+00  
 800+00  
 900+00  
 100+00  
 P.C.C. STA. 772+57.55  
 P.C.C. STA. 772+57.55  
 EQUATION:  
 P.C. STA. 934+00.20 (B.K.J.)  
 P.T. STA. 958+35.74 (FWD)





P.C. STA. 772+57.55  
 CURVE No. 19  
 770+00  
 780+00

P.C. STA. 764+89.38

CURVE No. 18  
 730+00  
 740+00  
 750+00

P.C. STA. 728+06.83

X = 3,222,488.980  
 Y = 711,831.980

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. 657+36.817

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

688+35.11

PLAN



Houston Ship Channel 8



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

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 - 3,238,246.345  
Y - 717,584.785

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

BEGIN FLARE  
STA. 637+56.817

X - 3,235,427.4  
Y - 714,602.64

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

Houston Ship Channel 9

PLAN

SCALE IN FEET

0 500 1,000 1,500



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 - 2336.463'

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'

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'

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

END TRANSITION - BEGIN  
 FLARE STA. 520+00

P.T. STA. 509+33.233  
 BEGIN 1100' TRANSITION

P.C.C. STA. 480+16.770

CURVE NO. 10  
 CURVE NO. 9

P.C. STA. 458+39.604

P.T. STA. 436+00.332

Houston Ship Channel 10



PLAN

CURVE NO. 9



P.T. STA. 476+00  
CURVE NO. 8  
P.C. STA. 420+39.227

410+00

400+00

390+00

380+00

600'

END TRANSITION  
STA. 370+00

BEGIN TRANSITION  
P.T. STA. 360+70.110

360+00

CURVE NO. 7

P.C. STA. 342+97.352

530'

350+00

530'

340+00

320+00

310+00

300+00

530'

P.T. STA. 317+74.286

CURVE NO. 6

P.C. STA. 299+35.174

END TRANSITION  
STA. 290+00

BEGIN TRANSITION  
STA. 280+00

700'

PEGGY LAKE  
PLACEMENT AREA

P.T. STA. 352+08.210  
X = 51,250.723, 678  
Y = 73,587.393  
D = 1° 49' 49"  
A = 32° 26' 42"  
T = 3130.582'  
L = 1772.758'

PEGGY LAKE  
PLACEMENT AREA

Houston Ship Channel 11

PLAN

SCALE IN FEET  
0 500 1,000 1,500

STATIONING

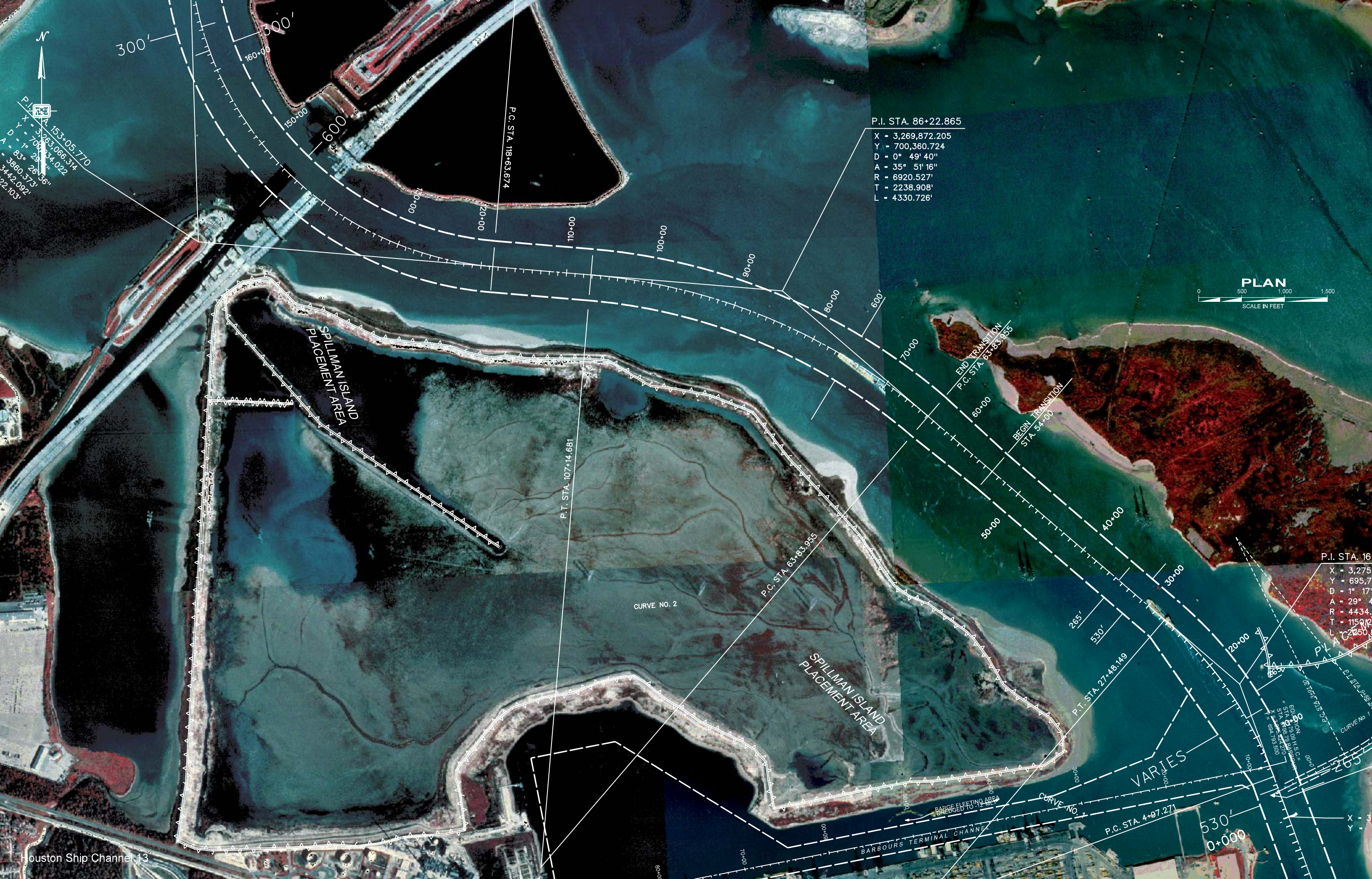
ALEXANDER ISLAND



STA. 317+74.296  
 STA. 299+35.174  
 END TRANSITION  
 STA. 290+00  
 BEGIN TRANSITION  
 STA. 280+00  
 P.I. STA. 308+70.961  
 ELEV. Y = 3,254.469,033  
 X = 711,336.711  
 D = 26° 25' 6"  
 TR = 4039.735'  
 L = 1839.123'

P.I. STA. 246+53.518  
 ELEV. Y = 3,260.709,245  
 X = 710,799.453  
 D = 4° 23' 34"  
 TR = 1504.334'  
 L = 503.040'  
 T = 960.226'

P.I. STA. 216+23.953  
 ELEV. Y = 3,262.835,939  
 X = 708,516.789  
 D = 1° 55' 16"  
 TR = 109,235.164'  
 L = 208,332'

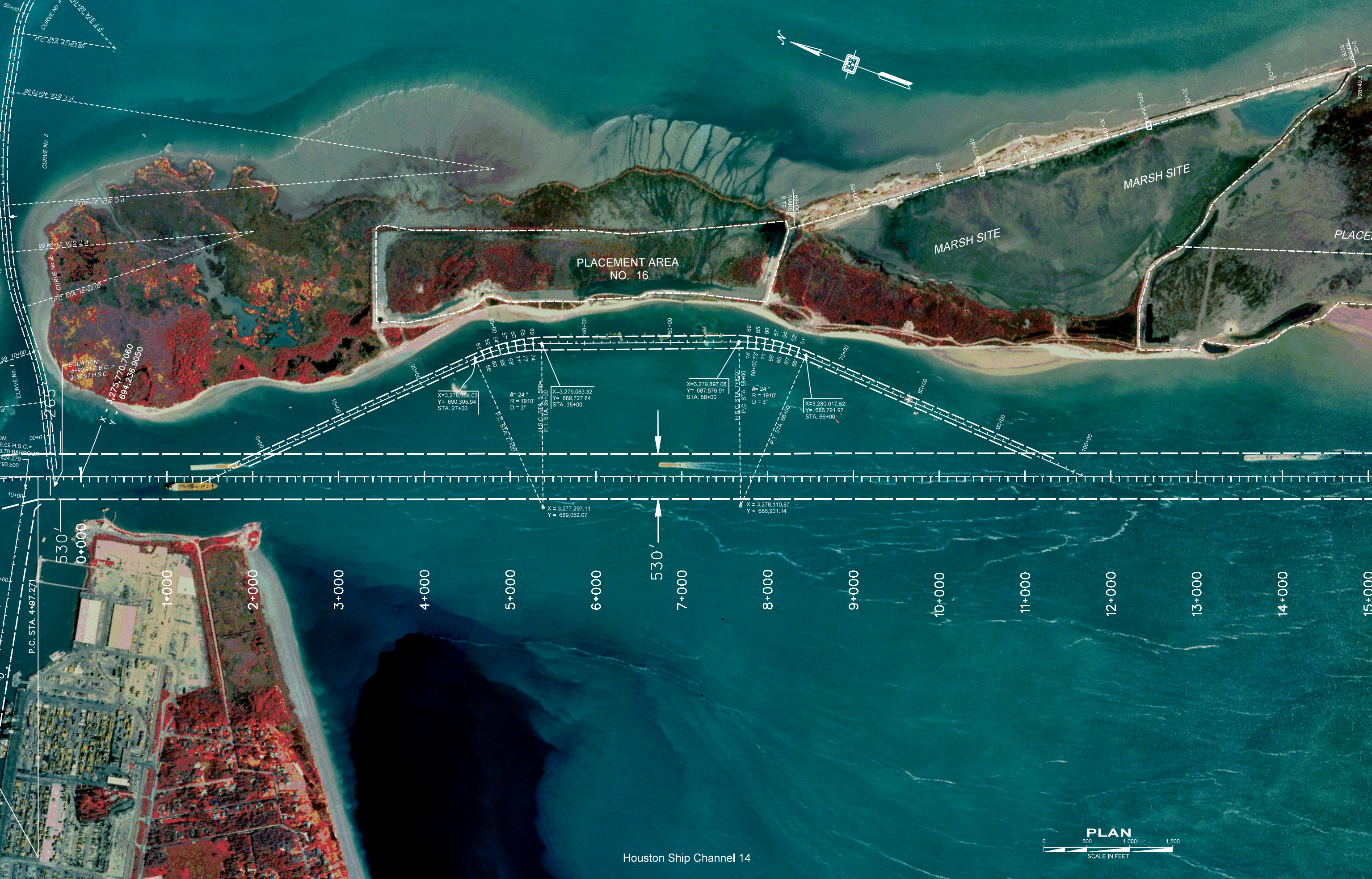


P.I. STA. 153+05.770  
 X = 3,263,066.314  
 Y = 700,354.022  
 D = 83° 29' 36"  
 A = 380.3731  
 R = 344.0921  
 T = 222.103

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

P.I. STA. 16  
 X = 3,275  
 Y = 695,7  
 D = 1° 17'  
 A = 29° 4  
 R = 4,434.  
 T = 1150.1  
 L = 2,250



Houston Ship Channel 14





STA. 45+00 CIRCULATION  
CHANNEL NO. 1  
X = 3,288,849.734  
Y = 676,800.274



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



Houston Ship Channel 15

P.T. LEFT FLARE  
X = 3,283,720.869  
Y = 672,385.362

P.T. 58+87.25 LFT. FLARE =  
X = 3,283,720.869  
Y = 672,385.362

H.S.C. STA. 23+362.77

P.C. STA. 220+65.56  
X = 3,282,600.71  
Y = 669,953.00

P.T. STA. 256+64.66  
X = 3,285,576.31  
Y = 667,479.16

P.T. 256+64.66 RTI. FLARE =  
X = 3,285,576.31  
Y = 667,479.16

H.S.C. STA. 28+606.24

1/4" = 37.5' (1:300)

P.C. LEFT FLARE STA. 214+30.07

P.C. RIGHT FLARE STA. 220+65.55

P.C. RIGHT FLARE STA. 220+65.55

P.C. RIGHT FLARE STA. 220+65.55





PLACEMENT AREA NO. 14

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

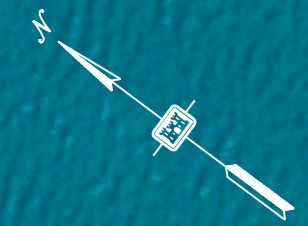
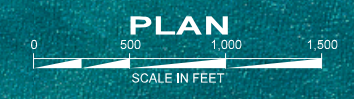
42+000

PT. 1 STA. 238+24.65  
X = 857,419.71  
Y = 857,419.71  
PT. 2 STA. 238+24.65  
X = 857,419.71  
Y = 857,419.71  
H/S C STA. 28+000.24  
PC RT

X=3,788,673.00  
Y=857,392.721

CHURCH LENGTH= 3789.01  
DOT POINT  
238+774.415  
33+117.978

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





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

Houston Ship Channel 18





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

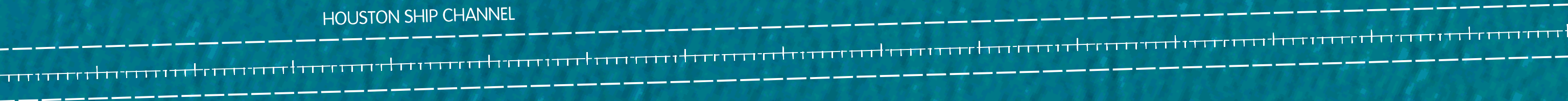
83+000

84+000

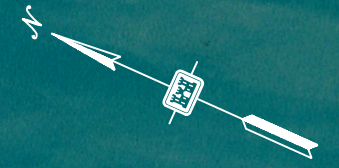
P.I. 78+489.90  
X = 3,314,872.94  
Y = 627,079.29



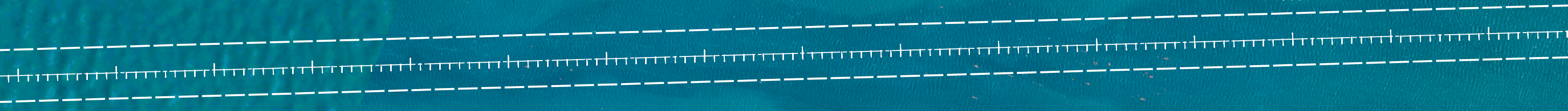
HOUSTON SHIP CHANNEL



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



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

HOUSTON 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

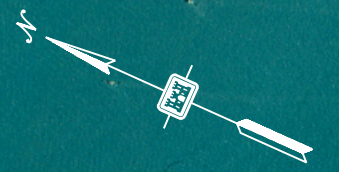
122+000

123+000

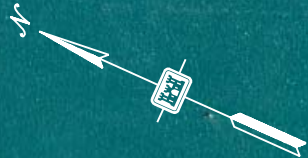
124+000

125+000

Houston Ship Channel 22



2A



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

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







4120.0' O/S  
X = 3,356,392.93  
Y = 576,044.73

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

13+896.62  
3,587.02' O/S  
X = 3,356,447.77  
Y = 577,514.55

END BAY REACH STA 138+366.818 =  
BEGIN BOLIVAR ROADS CHANNEL STA 0+000

X = 3,343,535.560  
Y = 574,841.361

P.I. STA 4+490.072 =  
G.H.C. STA 2+312.71

X = 3,347,628.98  
Y = 572,996.19

SHALLOW ANCHORAGE AREA

STA 6+700 BEGIN  
TRANSITION

STA 7+800 END  
TRANSITION

STA 9+239.66  
END TRANSITION  
STA 8+016.62  
BEGIN TRANSITION

INNER BAR CHANNEL



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

OUTER BAR CHANNEL

800'

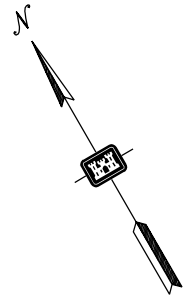
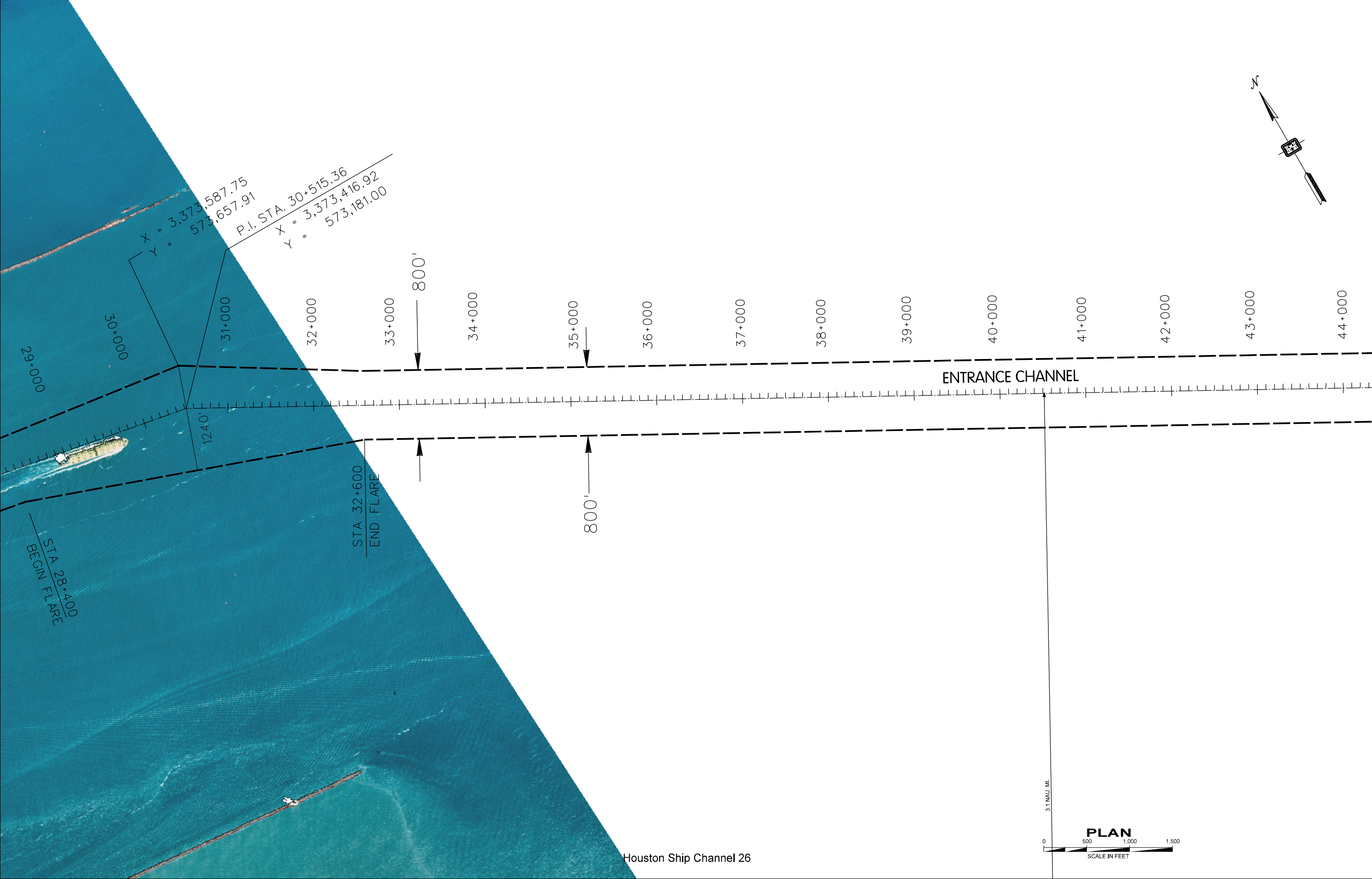
STA 19+800  
BEGIN FLARE

STA 23+800  
END FLARE

800'

STA 28+400  
BEGIN FLARE





$X = 3,373,587.75$   
 $Y = 573,657.91$   
P.I. STA. 30+515.36  
 $X = 3,373,416.92$   
 $Y = 573,181.00$

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

1240'

STA 32+600  
END FLARE

800'

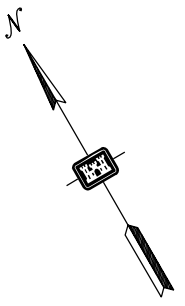
STA 28+4000  
BEGIN FLARE

Houston Ship Channel 26

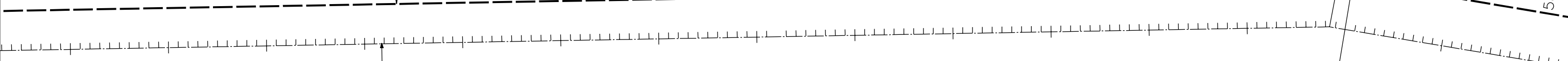
3.1 NAVAL MILE



PLAN



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



800'

STA 52+400  
BEGIN TRANSITION

STA 53+500  
END TRANSITION

1000'

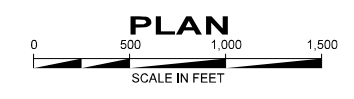
1000'

STA 55+840.35 END  
EXISTING CHANNEL

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

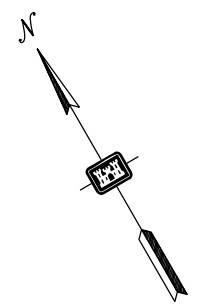
1.3 NAU. MI.

Houston Ship Channel 27



PLAN

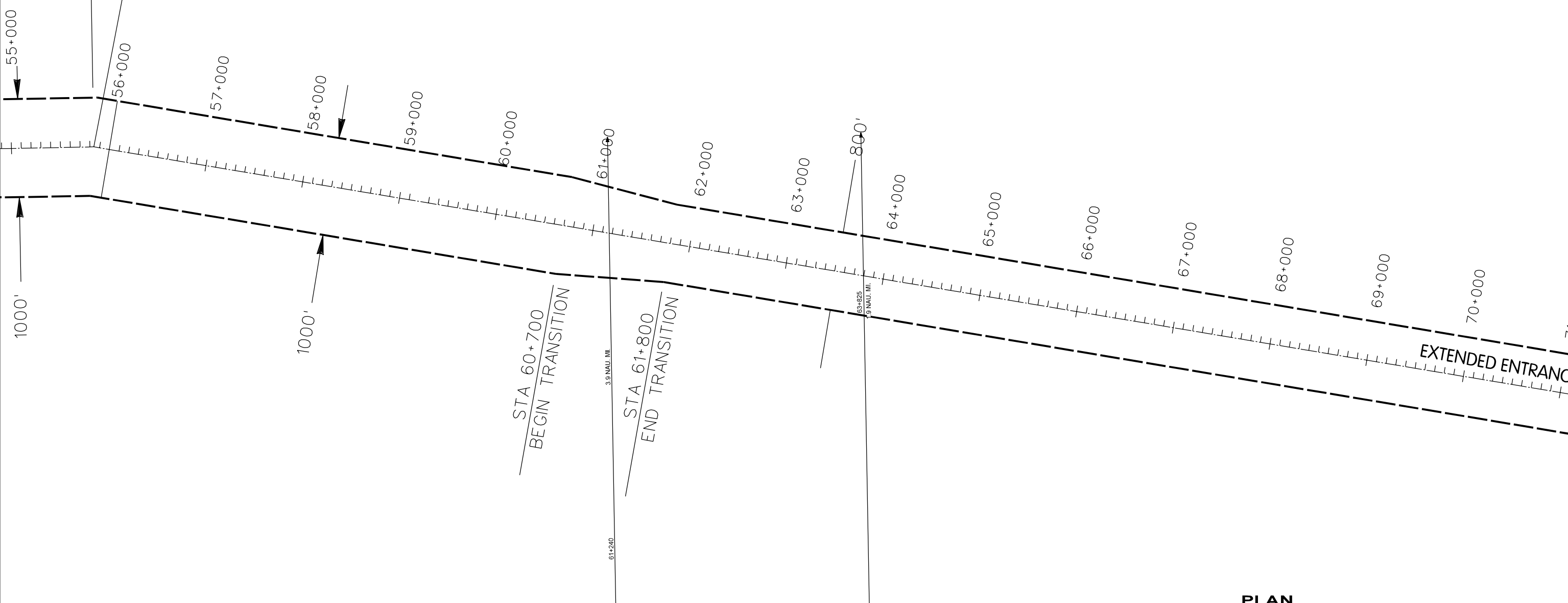
SCALE IN FEET



STA 55+840.35 END  
EXISTING CHANNEL

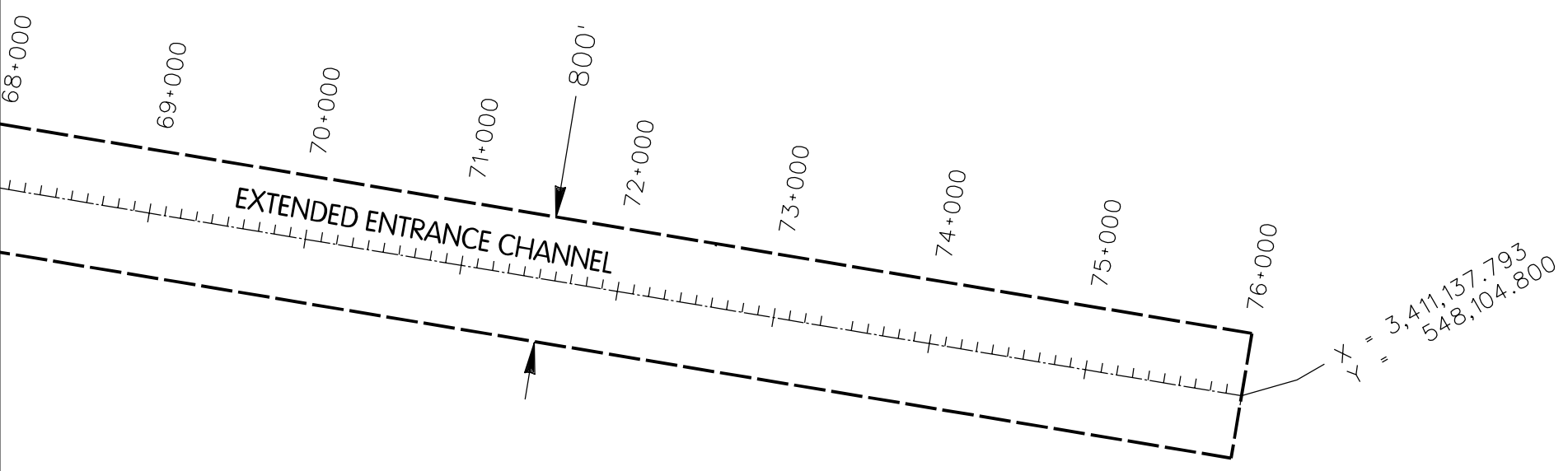
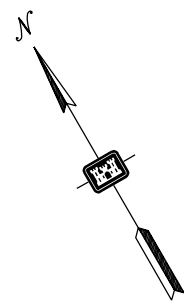
P.I. STA. 55+840.35

X = 3,395,576.72  
Y = 560,921.36



Houston Ship Channel 28







P.C. STA. 108+24.4217  
 P.T. STA. 105+14.8320  
 P.C. STA. 91+44.2630

P.T. STA. 76+74.7100  
 P.C. STA. 70+84.3493

P.T. STA. 67+22.5290  
 P.C. STA. 55+55.6100

P.T. STA. 42+30.5880  
 P.C. STA. 38+64.5500

EQUATION:  
 P.T. STA. 31+38.5500 (R)  
 P.I. STA. 32+62.44 (P.V.M.)

P.T. STA. 548+14.12  
 CURVE NO. 21

EQUATION:  
 P.C. STA. 852+23.67 (R)  
 P.C. STA. 861+87.5700 (F.V.M.)

EQUATION:  
 6700 GREENS BAYOU  
 STA. 811+43.18 H.S.C.

P.C.C. STA. 772+57.98

SCALE IN FEET  
 0 500 1,000 1,500  
 CURVE NO. 19  
 P.C.C. STA. 124+59.38

Greens Bayou 1

PLAN



P.I. STA. 16+47.512  
 X - 3,275,200.500  
 Y - 695,782.596  
 D - 1° 17' 31"  
 A - 29° 4' 53"  
 R - 4434.648'  
 T - 1150.240'  
 L - 2250.879'

X - 3,275,770.7060  
 Y - 694,236.9050



Barbours Terminal Ship Channel 1



P.T. STA. 107+14.681

SPILLMAN ISLAND  
 PLACEMENT AREA

BARBOURS TERMINAL CHANNEL

PLACEMENT AREA NO. 1

VARIES

CURVE NO. 2

CURVE No. 3

CURVE NO. 1

CURVE No. 2

BARGE ELECTING AREA

PLACEMENT NO.

ISLAND

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

AREA

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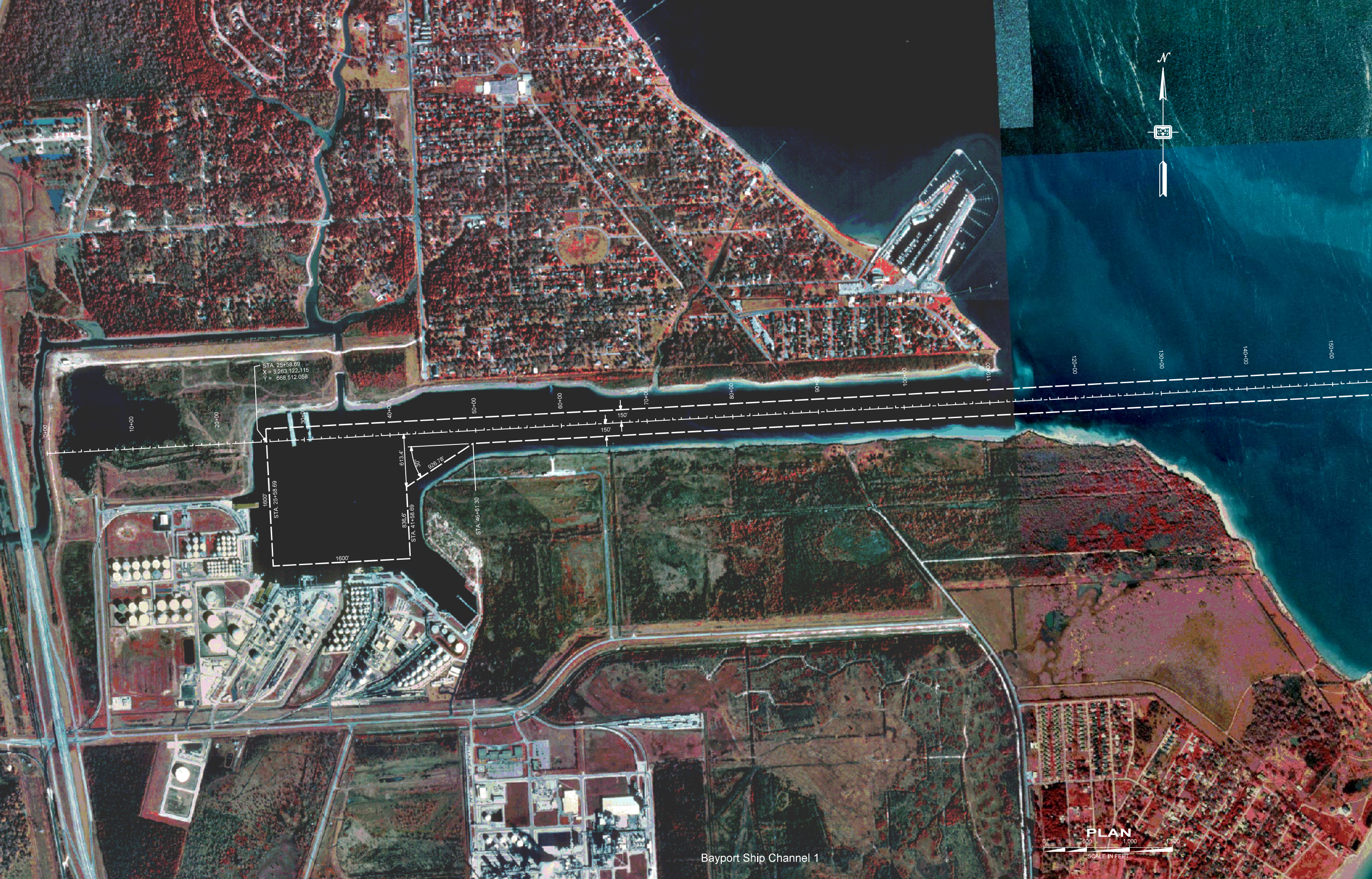
AREA

AREA

AREA

AREA





STA 25+58.69  
X = 3,263,122.115  
Y = 668,512.058

1600'  
STA 25+58.69

838.6'  
STA 41+148.69

STA 46+61.30

613.4'

926.78'

150'

150'

0+00

10+00

20+00

30+00

40+00

50+00

60+00

70+00

80+00

90+00

100+00

110+00

120+00

130+00

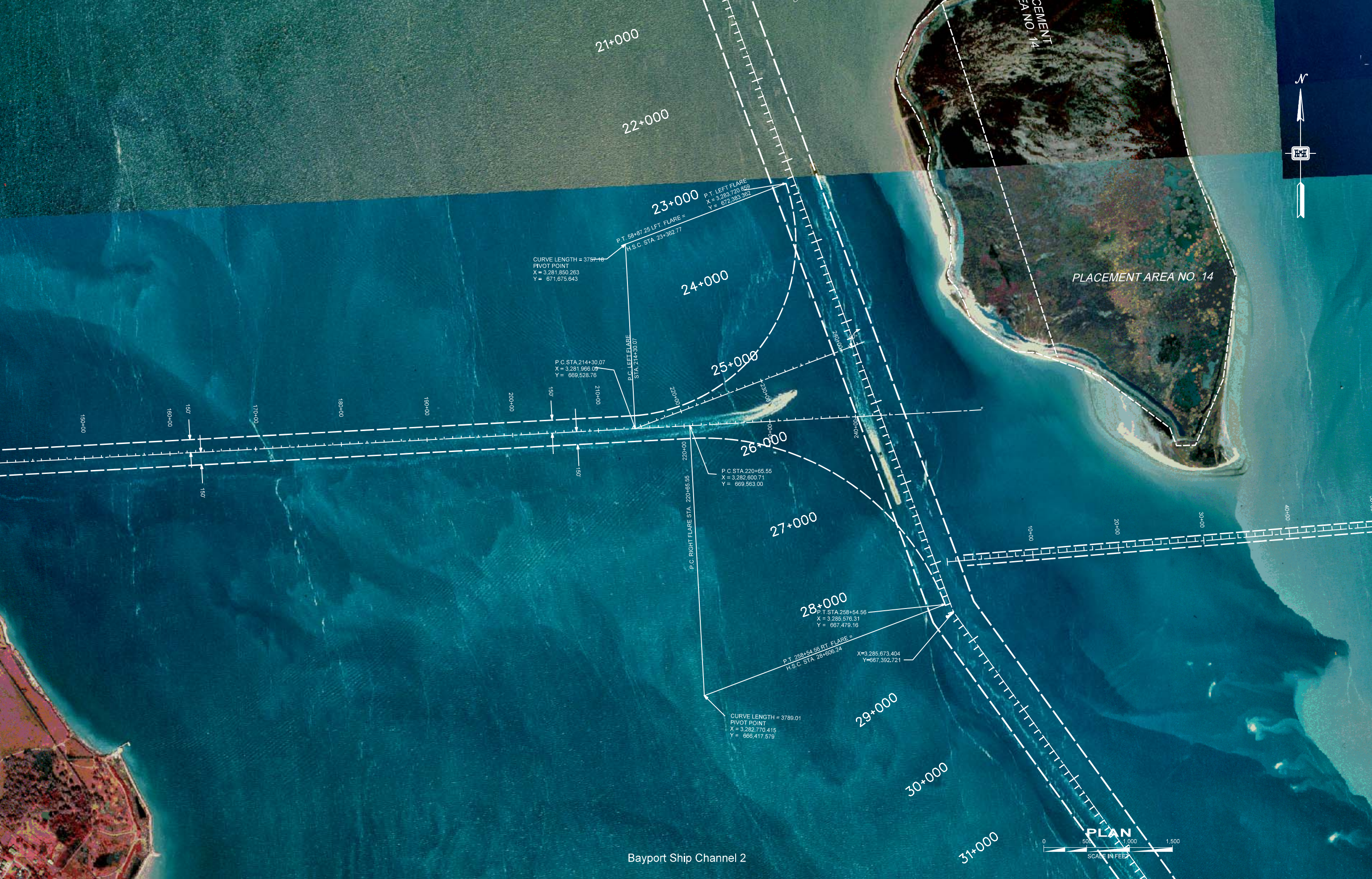
140+00

150+00

Bayport Ship Channel 1

PLAN

0 500 1,000 1,500  
SCALE IN FEET



21+000

22+000

23+000

24+000

25+000

26+000

27+000

28+000

29+000

30+000

31+000

CEMENT  
PLACEMENT  
AREA NO. 14

PLACEMENT AREA NO. 14

CURVE LENGTH = 3757.18  
PIVOT POINT  
X = 3,281,850.263  
Y = 671,675.643

P.T. 58+87.25 LFT. FLARE =  
H.S.C. STA. 23+362.77

P.T. LEFT FLARE  
X = 3,283,720.659  
Y = 672,383.362

P.C. STA. 214+30.07  
X = 3,281,966.09  
Y = 669,528.76

P.C. LEFT FLARE  
STA. 214+30.07

P.C. STA. 220+65.55  
X = 3,282,600.71  
Y = 669,563.00

P.C. RIGHT FLARE STA. 220+65.55

P.T. STA. 258+54.56  
X = 3,285,576.31  
Y = 667,479.16

P.T. 258+54.56 RT. FLARE =  
H.S.C. STA. 26+606.24

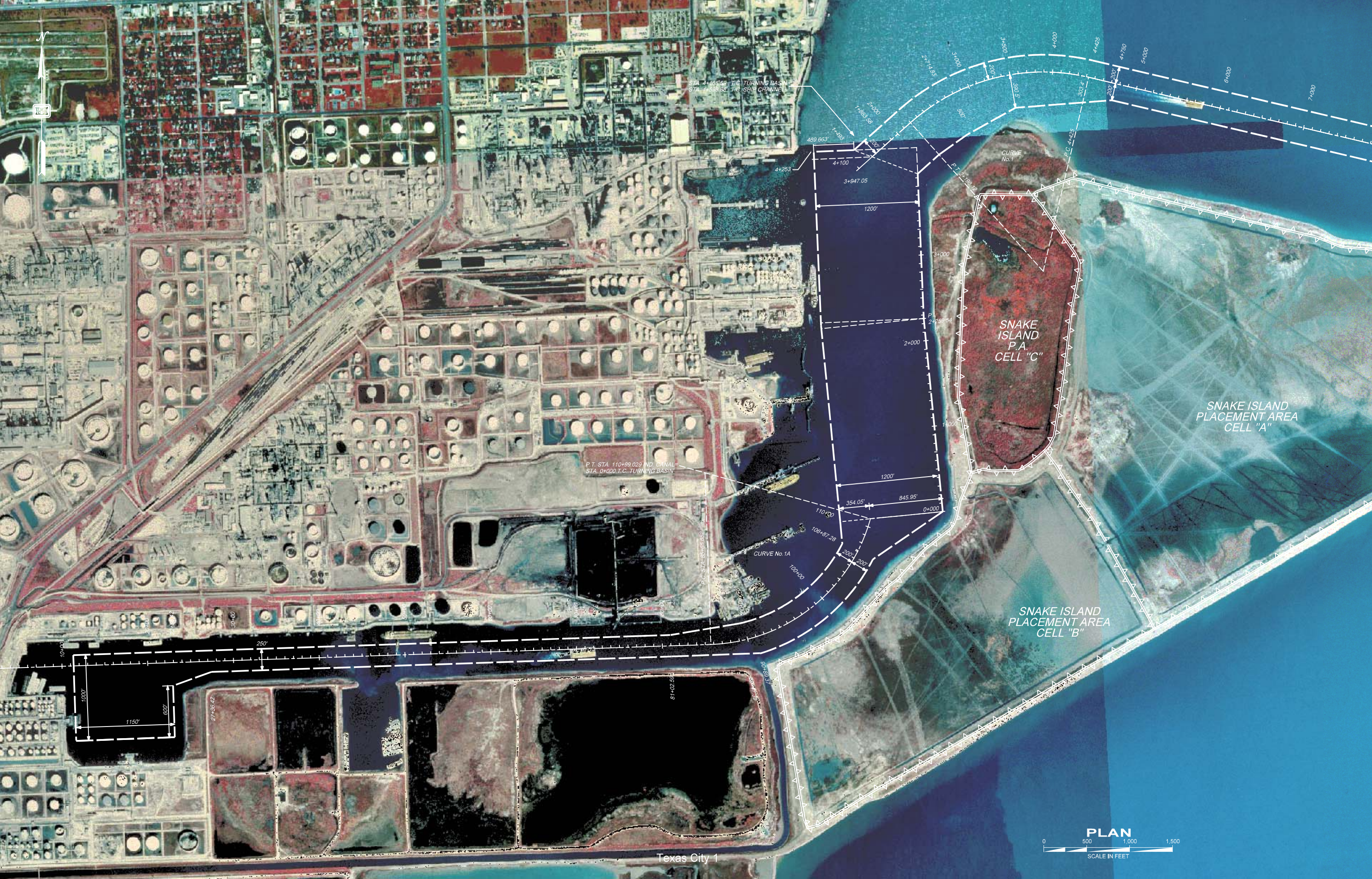
X = 3,285,673.404  
Y = 667,392.721

CURVE LENGTH = 3789.01  
PIVOT POINT  
X = 3,282,770.415  
Y = 666,417.579



PLAN

Bayport Ship Channel 2



STA. 4+165.59 T.C. TURNING BASIN  
STA. 1+598.82 T.C. SHIP CHANNEL

P.T. STA. 110+99.029 ND CANAL  
STA. 0+000 T.C. TURNING BASIN

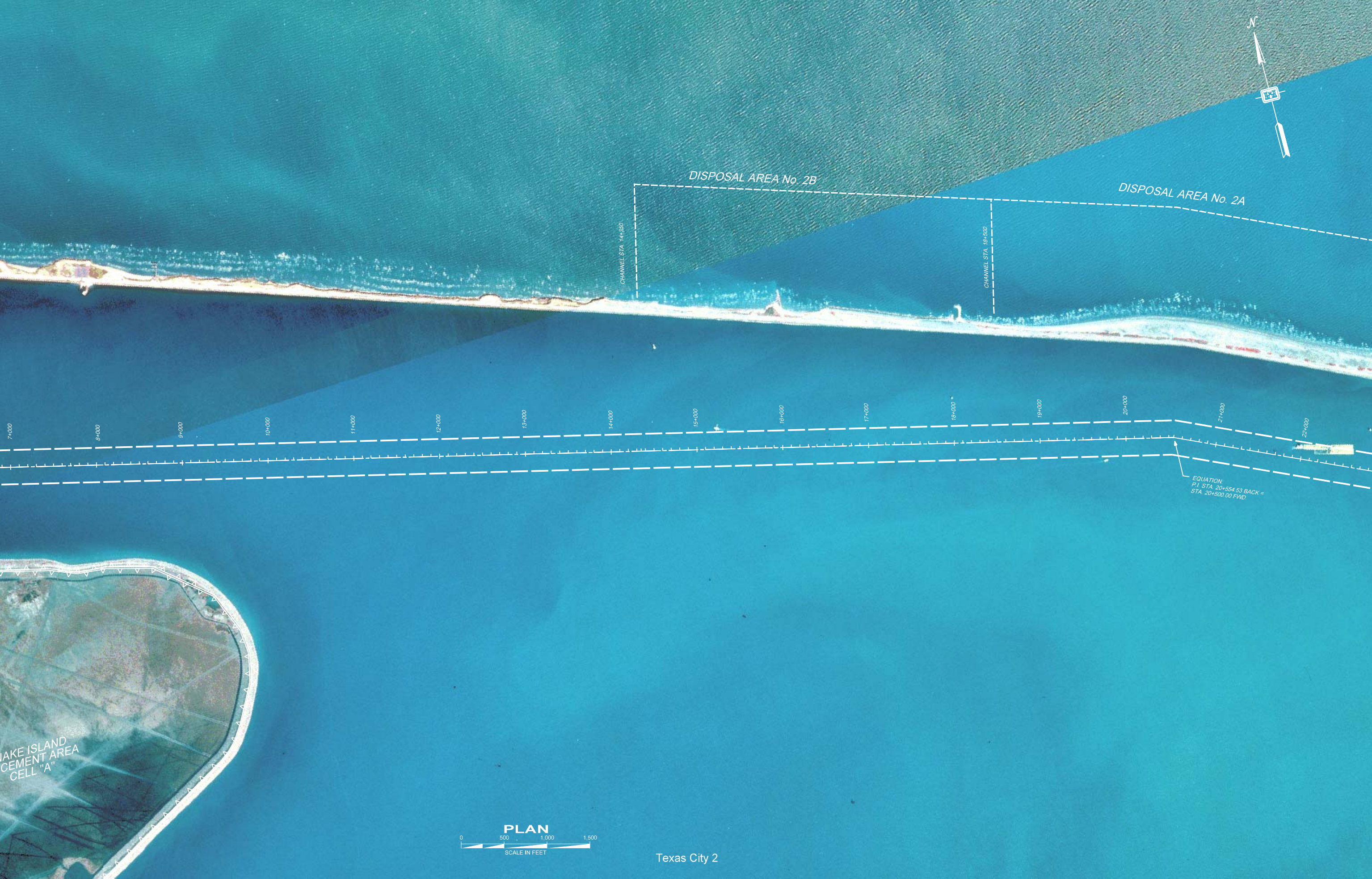
SNAKE ISLAND  
P.A.  
CELL "C"

SNAKE ISLAND  
PLACEMENT AREA  
CELL "A"

SNAKE ISLAND  
PLACEMENT AREA  
CELL "B"

Texas City 1





DISPOSAL AREA No. 2B

DISPOSAL AREA No. 2A

CHANNEL STA. 14+360

CHANNEL STA. 18+500

7+000 8+000 9+000 10+000 11+000 12+000 13+000 14+000 15+000 16+000 17+000 18+000 19+000 20+000 21+000 22+000

EQUATION:  
P.I. STA. 20+554.53 BACK =  
STA. 20+500.00 FWD.

LAKE ISLAND  
CEMENT AREA  
CELL "A"



Texas City 2



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

128+728.999  
536,872.623  
581,805.041

$K=3$   
 $X=338.119$   
 $Y=382.151$   
 $EA=50$

CHANNEL STA. 23+000

P.I. STA. 58+28.38 T.C. Channel  
F.C. STA. 24+632.78 T.C. Channel

P.I. STA. 327.456 T.C. Channel  
F.C. STA. 0+000 T.C. Channel

Texas City Channel Junction

Texas City 3



PLAN

END  
BE  
+



GALV. HARBOR  
CHANNEL





GALV. HARBOR CHANNEL

GALV. HARBOR CHANNEL

SAN JACINTO PLACEMENT AREA

STATIONING MEASURED ALONG E.C.

STA 2+300  
END TRANSITION

500'

2+000

3+000

500'

4+000

500'  
STA 6+700 BEGIN  
TRANSITION

500'  
STA 7+800 END  
TRANSITION

400'  
STA 8+016.62  
END TRANSITION  
STA 9+239.66  
BEGIN TRANSITION



PLAN

SCALE IN FEET



Disposal Area No. 45 (Pelican Spit)

Discharge Corridor No. 1

Barge Mooring Basin

CELL C

CELL B

CELL A

PELICAN ISLAND

PLACEMENT AREA

PLAN



SCALE IN FEET

135+000

136+000

137+000

138+000

100

200

250

300

500

00+000

34+000

35+000

36+000

37+000

134

133

132

131

130

129

128

127

126

125

124

123

122

121

120

119

118

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P.I. STA. 16+47.512

X - 3,275,200.500  
Y - 695,782.596  
D - 1° 17' 31"  
A - 29° 4' 53"  
R - 4434.644  
T - 1150.240  
L - 2450.878

X - 3,275,770.7060  
Y - 694,236.9050

PLAN



Cedar Bayou 1



EQUATION:  
P.C. STA. 139+02.55 (D.S.) =  
P.C. STA. 139+20.03 (U.S.)

PLACEMENT AREA No. 4

BOAZ ISLAND  
PLACEMENT AREA

PLACEMENT AREA No. 6

PLAN





Clear Creek/Lake 1



P.A. 5

P.A. 4

P.A. 3

P.A. 6

Clear Creek/Lake 2

PLAN



SCALE IN FEET



P.A. 2

P.A. 1

Clear Creek/Lake 3





PLAN

Dickinson Bayou 1

P.T. STA. 74+09.7360  
82+00

P.T. STA. 68+00.8360  
70+00

P.C. STA. 71+15.8870

P.C. STA. 62+00.5150

P.T. STA. 57+45.7660

P.C. STA. 50+00

P.T. STA. 76+14.7020

P.C. STA. 42+83.5550

P.T. STA. 34+10.0580

P.C. STA. 30+00

P.T. STA. 19+03.4920

P.C. STA. 21+04.7630

P.T. STA. 12+00.6240

P.C. STA. 12+00.6240

P.T. STA. 5+95.8270

0+00  
BAY SIDE

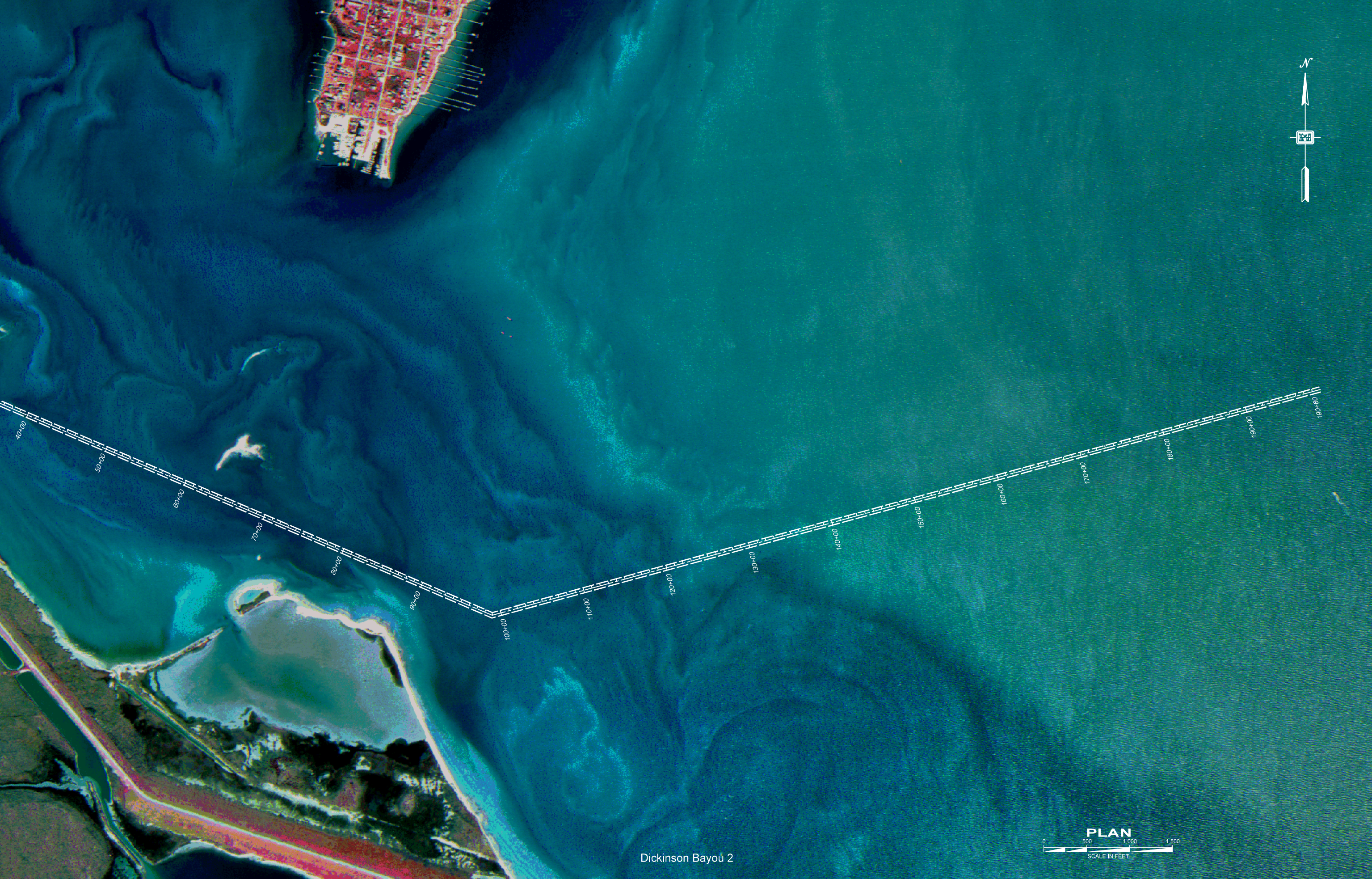
P.C. STA. 1+77.0370  
LAND CUT

10+00

20+00

30+00

40+00



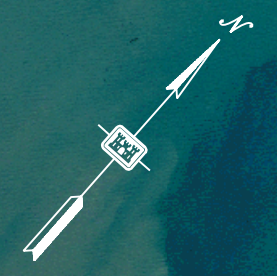
**PLAN**

Dickinson Bayou 2



P.I. 78+489.00  
X = 5314.872  
Y = 827.07923





230+00 240+00 250+00 260+00 270+00 280+00 290+00 300+00

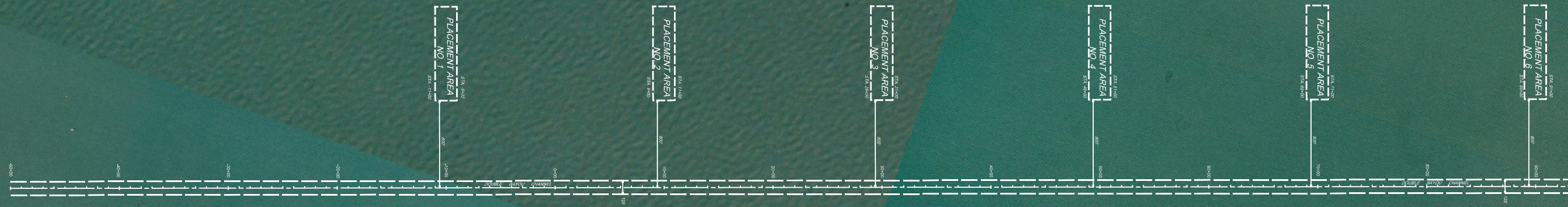
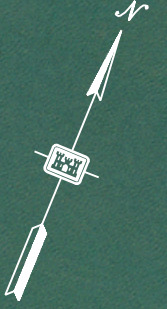


Channel to Liberty - Smith Point 2



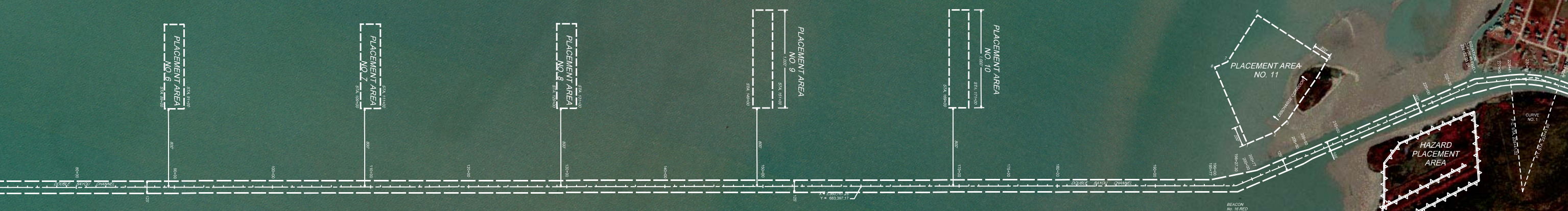
Channel to Liberty - Smith Point 3





Double Bayou 1







PLACEMENT AREA  
NO. 11

HAZARD  
PLACEMENT  
AREA

WHITE PLACEMENT  
AREA

REACON  
No. 16 RD

CURVE  
NO. 1

CURVE NO. 2

CURVE NO. 3

CURVE NO. 4

CURVE NO. 5

CURVE NO. 7

PLAN

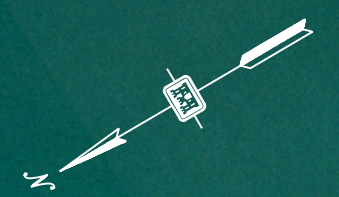
0 500 1,000 1,500  
SCALE IN FEET

Double Bayou 3



Trinity River 10 - Anahuac 01

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



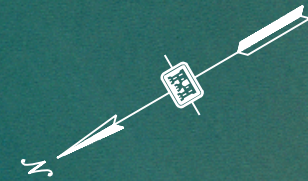
PLACEMENT  
AREA NO. 14

PLACEMENT  
AREA NO. 15

PLACEMENT  
AREA NO. 16

PLACEMENT  
AREA NO. 17

PLACEMENT  
AREA NO. 18



PLACEMENT  
AREA NO. 18

PLACEMENT  
AREA NO. 19

PLACEMENT  
AREA NO. 20





SEE INSET NO. 1 FOR  
CONTINUATION OF  
DISPOSAL AREA  
BOUNDARY

DISPOSAL  
AREA  
NO. 2

DEBRIS  
DISPOSAL  
AREA NO. 1A

DISPOSAL  
AREA  
NO. 2A

DISPOSAL  
AREA  
NO. 4

DISPOSAL  
AREA  
NO. 5

DISPOSAL  
AREA  
NO. 6

DISPOSAL  
AREA  
NO. 7

SEE INSET NO. 1 FOR  
CONTINUATION OF  
DISPOSAL AREA  
BOUNDARY

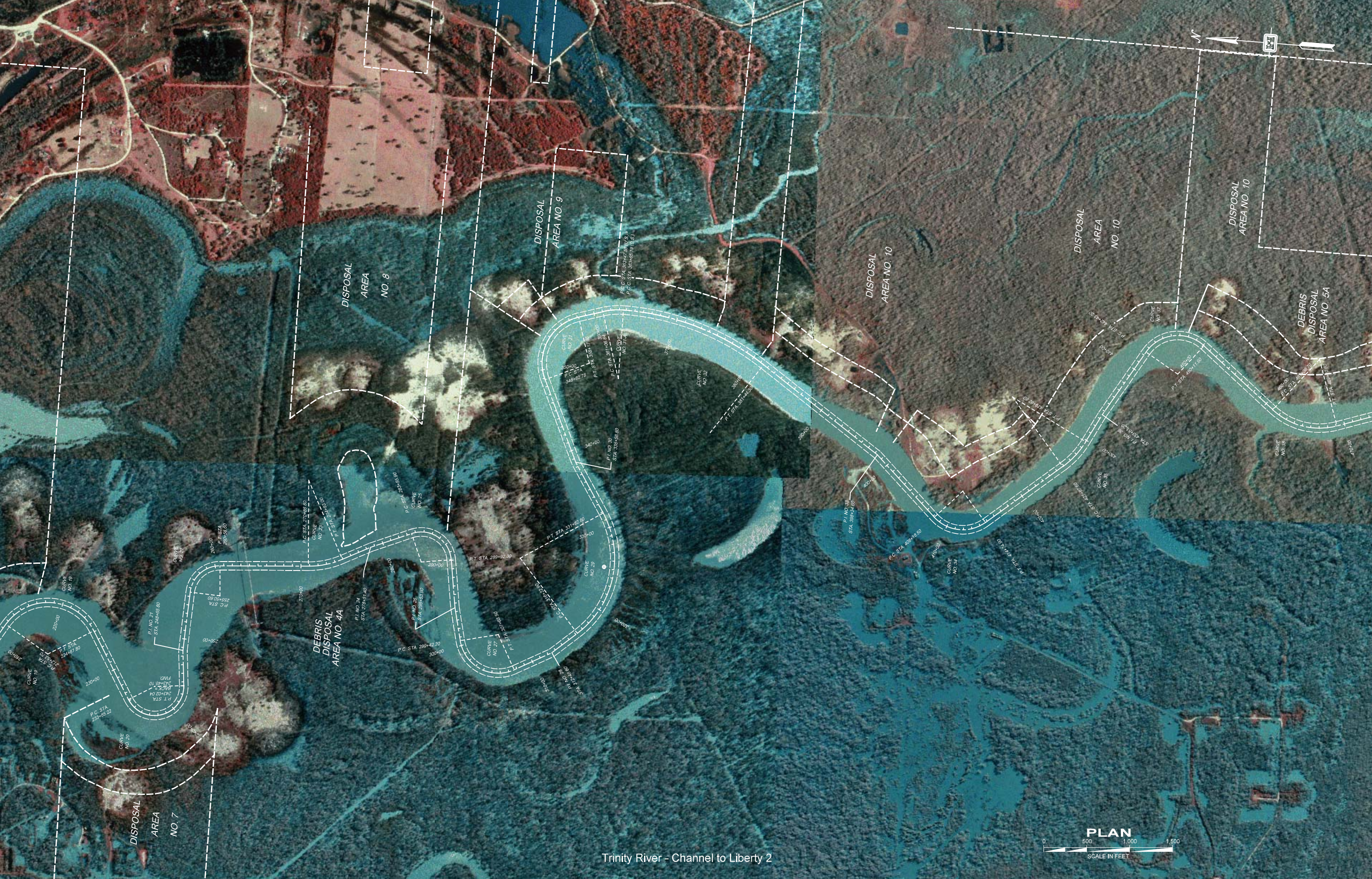
DISPOSAL  
AREA  
NO. 1

330' MINIMUM DISTANCE  
FROM HIGH BANK  
(ON HYDRAULIC DREDGING)

Trinity River - Channel to Liberty 1

PLAN

0 500 1,000 1,500  
SCALE IN FEET



Trinity River - Channel to Liberty 2





DISPOSAL  
AREA NO. 10

DISPOSAL AREA NO. 10  
DEBRIS DISPOSAL AREA NO. 6A

DISPOSAL  
AREA  
NO. 10

DEBRIS  
DISPOSAL  
AREA NO. 5A

Trinity River - Channel to Liberty 3





SPOSAL AREA NO. 10  
SPOSAL AREA NO. 6A

DISCHARGE  
CORRIDOR

P.C. STA. 780+05.00

P.C. STA. 784+88.10

P.T. STA. 771+42.20

P.C. STA. 786+33.30

P.C. STA. 780+00

P.C. STA. 807+57.20

P.T. STA. 810+00

P.T. STA. 786+33.30

P.C. STA. 830+33.30

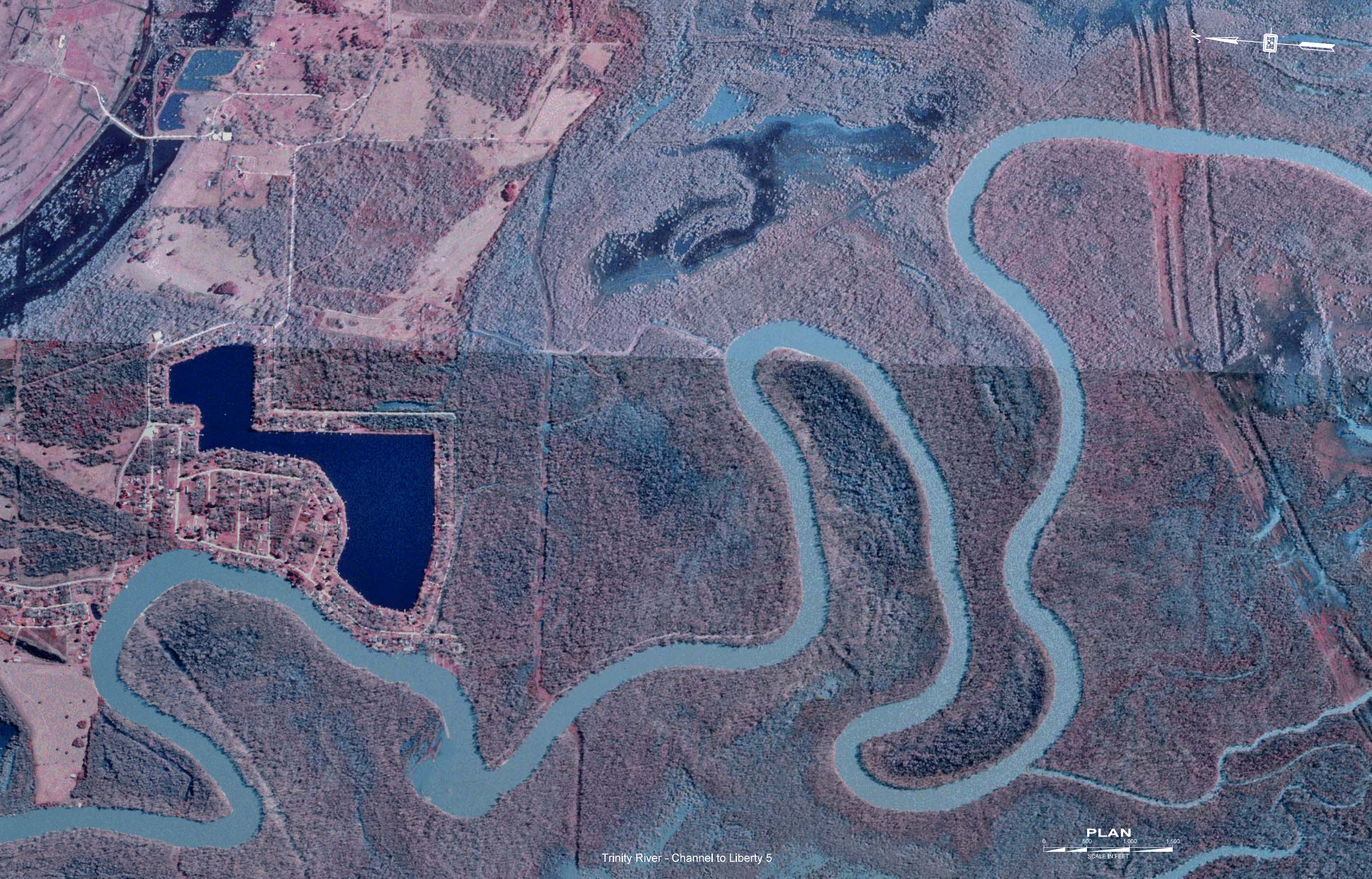
P.T. STA. 822+71.20

STA. 843+77.40

P.T. STA. 838+38.70

Trinity River - Channel to Liberty 4





Trinity River - Channel to Liberty 5



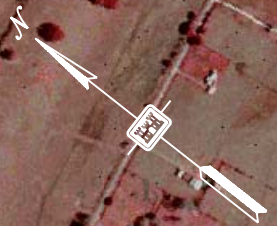
Trinity River - Channel to Liberty 6





Trinity River - Channel to Liberty 7

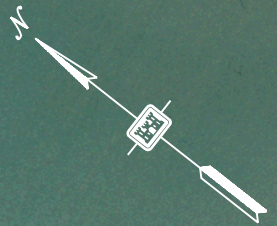




Trinity River - Channel to Liberty 8







Trinity River - Channel to Liberty 9

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