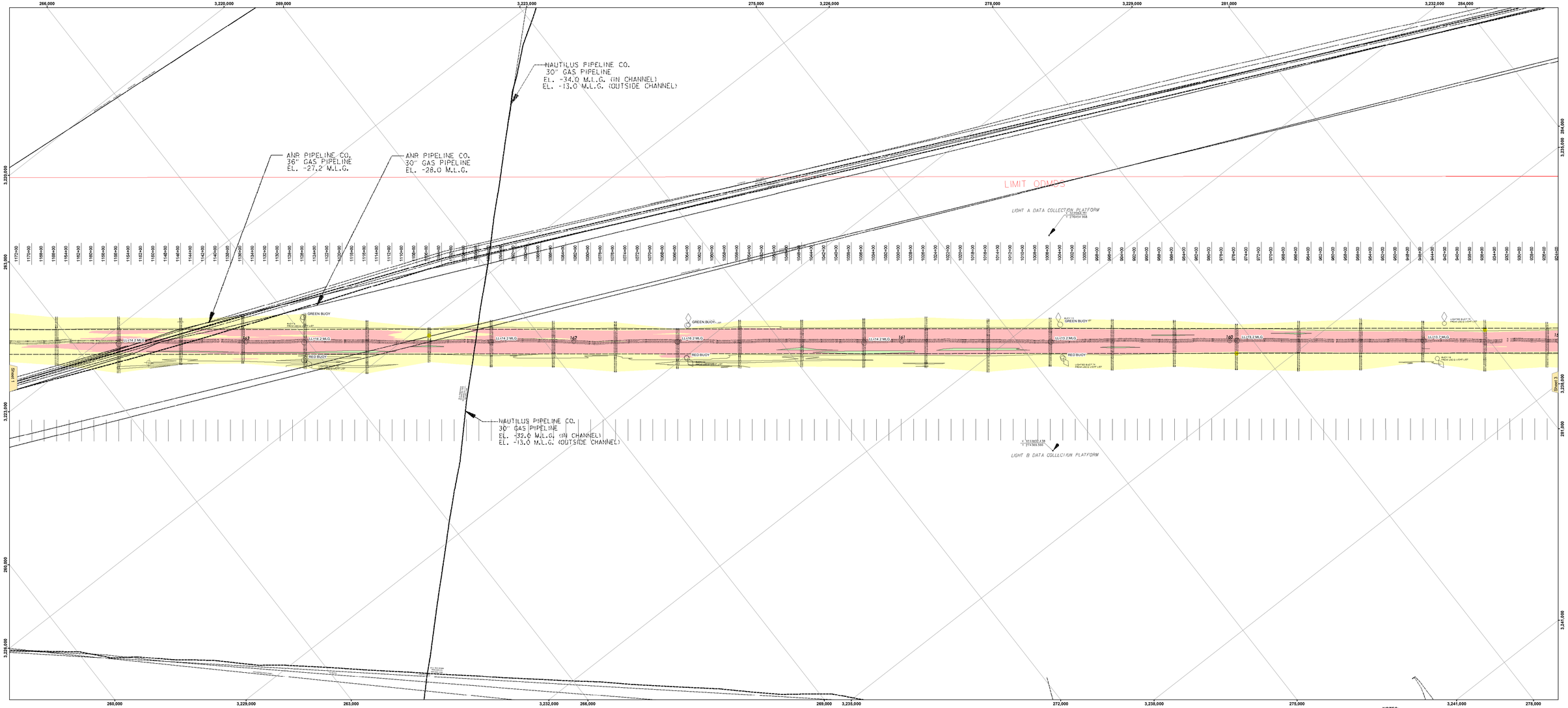

US Army Corps of Engineers
District: CEMVN

Distribution Limits: The data represents the results of data collection and analysis at the time and under the conditions of the survey. It may not reflect new geomorphic features or shoaling that occurred after the survey was completed. Navigation is at the user's own risk. Use of this data for navigation purposes beyond the limits of the authorized project depth is prohibited. This data is provided to U.S. Army Corps of Engineers District, Mobile for hydraulic analysis and other engineering purposes.

Data Constraints: Hydrographic survey data is subject to change and may not be representative of navigable conditions. Hydrographic survey data represents the results of a single survey of a portion of the waterway. Unless otherwise specified, the survey does not imply that the waterway is safe for navigation throughout the surveyed area. The Corps of Engineers does not warrant the accuracy or completeness of the data, nor does it warrant that navigation will be free of obstructions or that the data will remain unchanged after the survey is completed. The Corps of Engineers shall not be liable for any damages arising from the use of this data. Navigation charts issued by the National Oceanic and Atmospheric Administration (NOAA) may be based in part on hydrographic survey data collected by the Corps of Engineers. These data are intended for use by professional mariners familiar with navigation in areas of shoaling and other navigation hazards. Use of these data by others without strict adherence to the cautions and limitations contained in this Disclaimer is at the user's own risk. The Corps of Engineers shall not be liable for any damages arising from the use of this data by persons not strictly adhering to the cautions and limitations contained in this Disclaimer.

Alaska Constraints: The United States Government has relinquished its claim of navigability in the waters of Alaska in accordance with the Alaska Statehood Act of 1958. Therefore, the Corps of Engineers does not survey navigable waters in Alaska, nor does it have navigation charts for Alaska. The Corps of Engineers does not warrant the accuracy or completeness of the data, nor does it warrant that navigation will be free of obstructions or that the data will remain unchanged after the survey is completed. The United States shall not be liable for any damages arising from the use of this data by persons not strictly adhering to the cautions and limitations contained in this Disclaimer.

U.S. ARMY CORPS OF ENGINEERS
M/V CHEASAPEAKE BAY

Surveyed By:	DS,JA
Plotted By:	BD
Checked By:	AO
Remarks:	
Recommended:	Chief, Survey Section
Approved:	Chief, Waterways Maintenance Section

ATCHAFALAYA RIVER BAR CHANNEL AR_02_BAR_20180306_CS 06 March 2018

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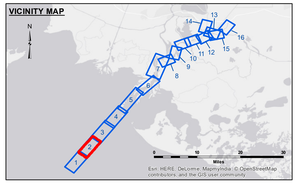
Revision Number: 3.12-20180811

VICINITY MAP



LEGEND

Federal Navigation Channel	Cable Area	Borrow Area	-12' and above
Federal Navigation Center Line	Placement Area	Shoalest Sounding**	-12' to -15'
As-built Pipeline/Cable	Anchorage Area	Beacon, General	-15' to -18'
Unconfirmed Pipeline/Cable	Obstruction Point	Red Navigation Buoy	-18' to -20'
Project Depth Contour	Wrecks-Submerged	Green Navigation Buoy	-20' and below
			3 Fluff Thickness*

Gage Reading:	EUGENE ISLAND: 1.75 MLG
Sea Conditions:	2'
Vessel Name:	M/V BURRWOOD
Survey Type:	CONDITION
Sounding Frequency***:	LOW

Feet
0 800 1,600 2,400 3,200

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 Low Gulf Datum (MLG).
Datum Relationships for the gage 8860I as of August 2013:
0.0' NAVD88 = 0.6' MLLW = 1.5' MLG

Distances on the Atchafalaya River are shown at 1 mile intervals.

The location of navigation aids are base on and provided by the U.S. Coast Guard.

2013 Aerial Photography data source: GEOCLIP, Atlantic Group, LLC. (1998 DOQQ imagery in green).

Reference is N.O.A.A. Navigation Chart No. 11354.

* 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.