
323,000
3,262,000
326,000
3,265,000
329,000
3,268,000
335,000
3,271,000
338,000
3,274,000
341,000
3,277,000
344,000
320,000
317,000
3,280,000
3,283,000
3,286,000
EUGENE ISLAND
(LIGHT B-17) - 88600
(0.0' NAVD88 = 0.6'
MLLW = 1.5' MLG)
GAGE TOWER B-17
DREDGE ENCOUNTERED HARD METAL OBJECT
APPROX. 30' TO 90' LONG
EL. -19.0 TO -20.0' MLG
29 NOV 2012
LIGHT 35
LIGHT 36
LIGHT 37
LIGHT 38
LIGHT 39
LIGHT 40
LIGHT 41
LIGHT 42
LIGHT 43
LIGHT 44
LL=17.4 MLG
LL=18.4 MLG
LL=16.4 MLG
LL=19.4 MLG
LL=18.4 MLG
LL=22.4 MLG
LL=21.4 MLG
LL=26.4 MLG
LL=33.4 MLG
LL=32.4 MLG
LL=37.4 MLG
LL=36.4 MLG
LL=34.4 MLG
150
149
148
147
146
EUGENE ISLAND
Sheet 4
Sheet 6
314,000
3,271,000
317,000
3,274,000
320,000
3,277,000
323,000
3,280,000
326,000
329,000
3,283,000
332,000
3,286,000
335,000

US Army Corps of Engineers District: CEMVN

DISCLAIMER
Access Constraints: The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the US Government makes no warranties, expressed, or implied concerning the accuracy, completeness, readability, usability or suitability for any particular purpose of the information and the data furnished. The United States shall be under no liability whatsoever to any person by reason of any use made thereof. These data belong to the Government. Therefore the recipient fully agrees not to represent these data to anyone as other than Government provided data. The recipient may not transfer these data to others without also transferring this Disclaimer.

The information depicted on this map represents the results of a survey conducted on the date indicated and can only be considered to represent the general condition existing at that time.

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Data Constraints: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to dredging activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers accepts no responsibility for changes in the hydrographical conditions which develop after the date of publication. This data is intended for U. S. Army Corps of Engineers' internal use. Prudent mariners should not rely solely upon it.

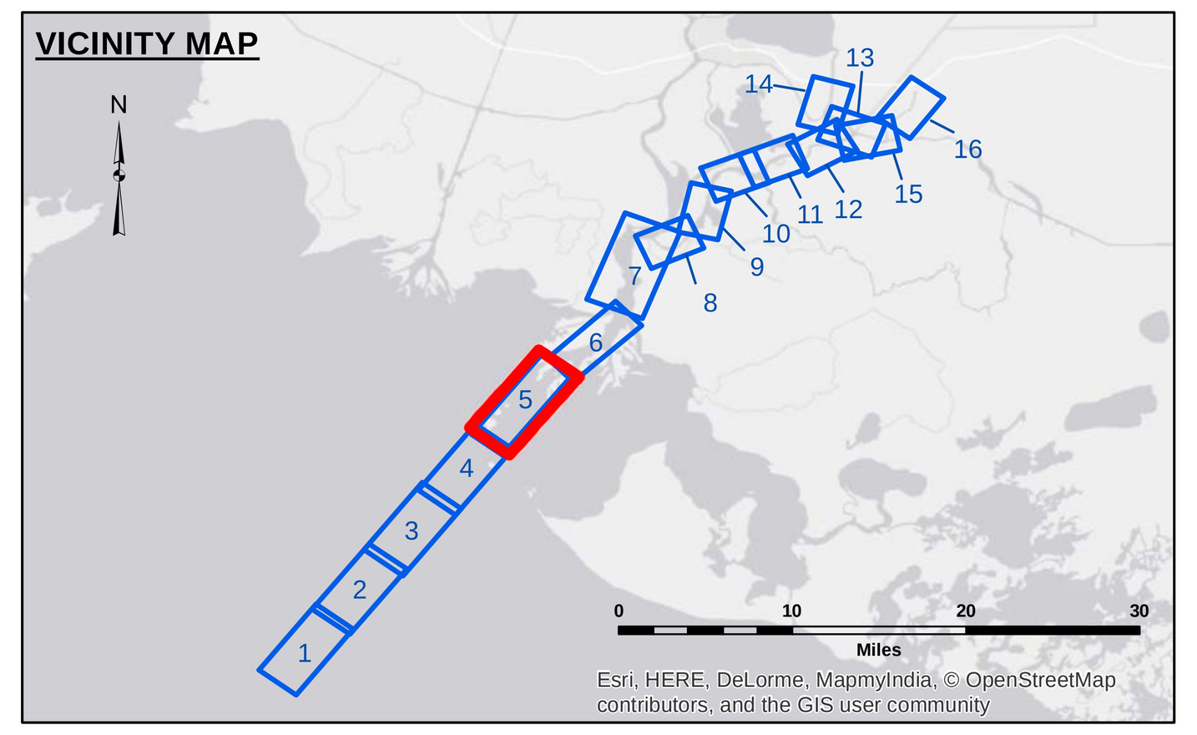
U.S. ARMY COPRPS OF ENGINEERS
NEW ORLEANS DISTRICT

Surveyed By:	SP,PM
Plotted By:	BTD
Checked By:	MHL
Submitted:	
Recommended:	Chief, Survey Section
Approved:	Chief, Waterways Maintenance Section

ATCHAFALAYA RIVER
LOWER BAY CHANNEL
AR_05_BAY_20150205
05 February 2015

Sheet Reference Number
5 **of** 16

Revison Number:
3.6.1-20140429



LEGEND

Federal Navigation Channel	Cable Area	Borrow Area
Federal Navigation Center Line	Placement Area	Shoalest Sounding**
As-built Pipeline/Cable	Anchorage Area	Beacon, General
Unconfirmed Pipeline/Cable	Obstruction Point	Red Navigation Buoy
Project Depth Contour	Wrecks-Submerged	Green Navigation Buoy

-15' and above
-15' to -20'
-20' and below

Gage Reading:	EUGENE ISLAND: 0.6 MLG
Sea Conditions:	CALM
Vessel Name:	OB-167
Survey Type:	CONDITION
Sounding Frequency***:	LOW

Feet
0 800 1,600 2,400 3,200 4,000

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 88600 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.

** 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.