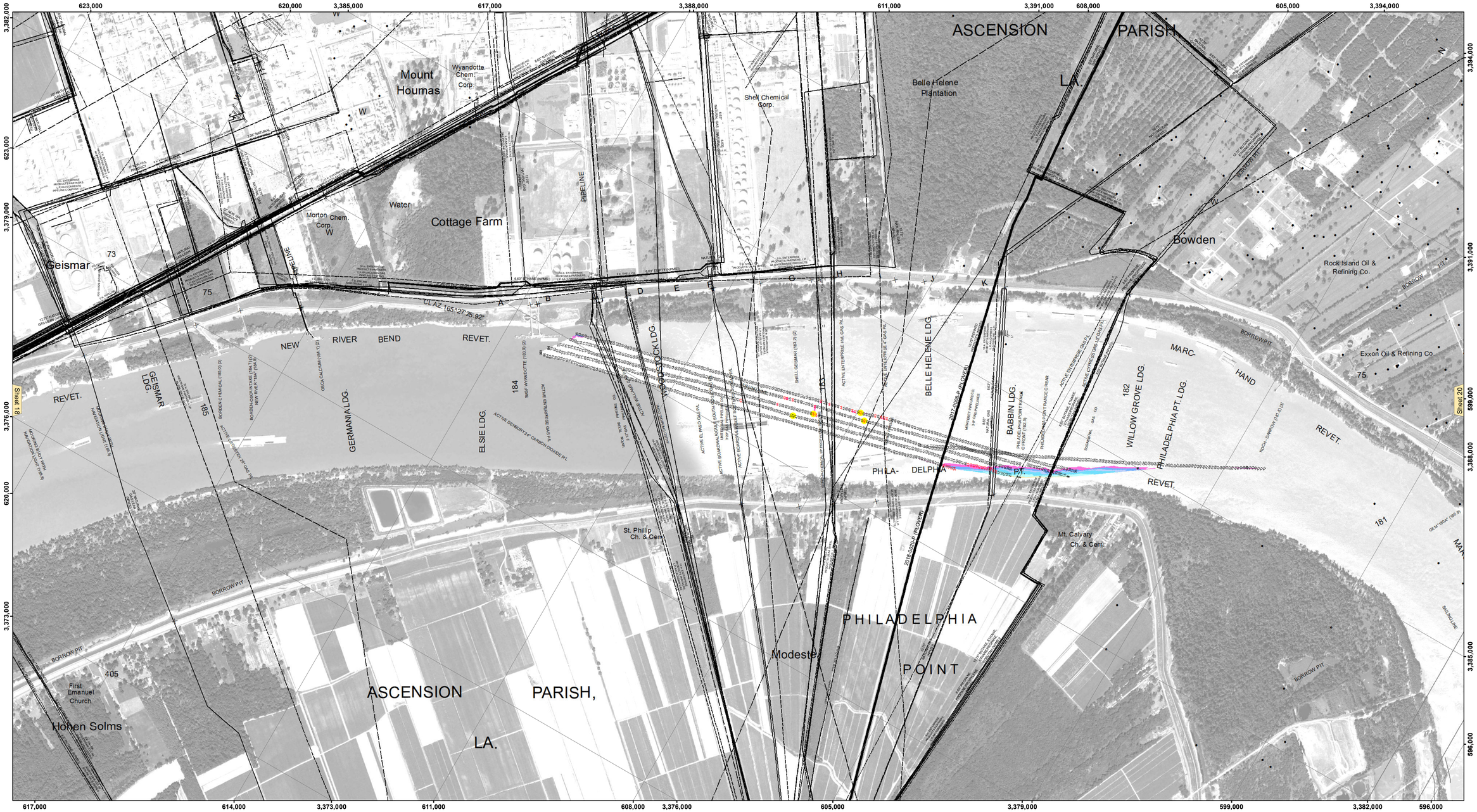

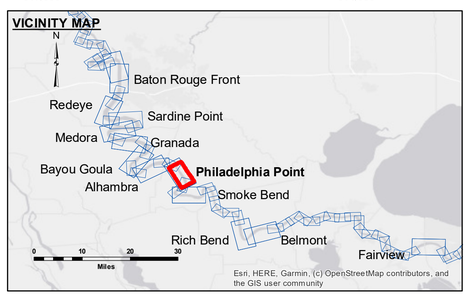

LEGEND

- Federal Navigation Channel
- Federal Navigation Center Line
- As-built Pipeline/Cable
- Unconfirmed Pipeline/Cable
- Project Depth Contour
- Cable Area
- Placement Area
- Anchorage Area
- Obstruction Point
- Wrecks-Submerged
- Borrow Area
- Shoalest Sounding**
- Beacon, General
- Red Navigation Buoy
- Green Navigation Buoy
- 0' and above
- 0' to -5'
- -5' to -10'
- -10' to -20'
- -20' to -30'
- -30' to -35'
- -35' to -40'
- -40' to 45'
- -45' and below

LWRP:	1.5
Gage Reading:	VRS RTK NTRIP:22.34 NAVD AVG.
Sea Conditions:	CALM
Vessel Name:	OB-189
Survey Type:	CONDITION
Sounding Frequency***:	HIGH

Feet
0 500 1,000 1,500 2,000 2,500

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 Low Water Reference Plane 2007 (NAVD).

Distances on the Mississippi River, above and below Head of Passes are shown at 1 mile intervals.

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

2015 Aerial Photography data source: NAIP, USDA-FSA-APFO Aerial Photography Field Office.

Reference is N.O.A.A. Navigation Chart No. 11370.

** 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.

US Army Corps of Engineers
District: CEMVN

DISCLAIMER
Access Constraints: The United States Government furnishes these data and information as is and makes no warranties with the express or implied concerning the accuracy, completeness, suitability, or utility of the information and data furnished. The United States shall be under no liability whatsoever to any person by reason of any use made thereof. It is agreed that the recipient of the information and data furnished by this agreement fully agrees not to represent these data to anyone as other than the best available information and agrees to indemnify and hold harmless the United States from any claim arising from the use of these data by 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 conditions existing at that time.

Distribution Liability: The data represents the results of data collected by the Corps of Engineers during a specific survey activity and indicates the general existing conditions. As such, it is only valid for its intended use, content, time and accuracy of the survey. The Corps of Engineers assumes no liability for any of the application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change due to natural and man-induced events. Depths may change rapidly after survey activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers accepts no responsibility for changes in depth that occur after the survey activity has been completed and published. This data is intended for U. S. Army Corps of Engineers' internal use. Public releases should be only upon request.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:	Surveyed By: SP, SR	
	Plotted By: BD	
Recommended: Chief, Survey Section	Checked By: AO	
Approved: Chief, Waterways Maintenance Section		

MISSISSIPPI RIVER - B.R. TO GULF
PHILADELPHIA POINT CROSSING
MD_19_PHP_20220516_CS
16 May 2022

Sheet Reference Number
19 **of** 97

Revison Number:
4.2-20200420