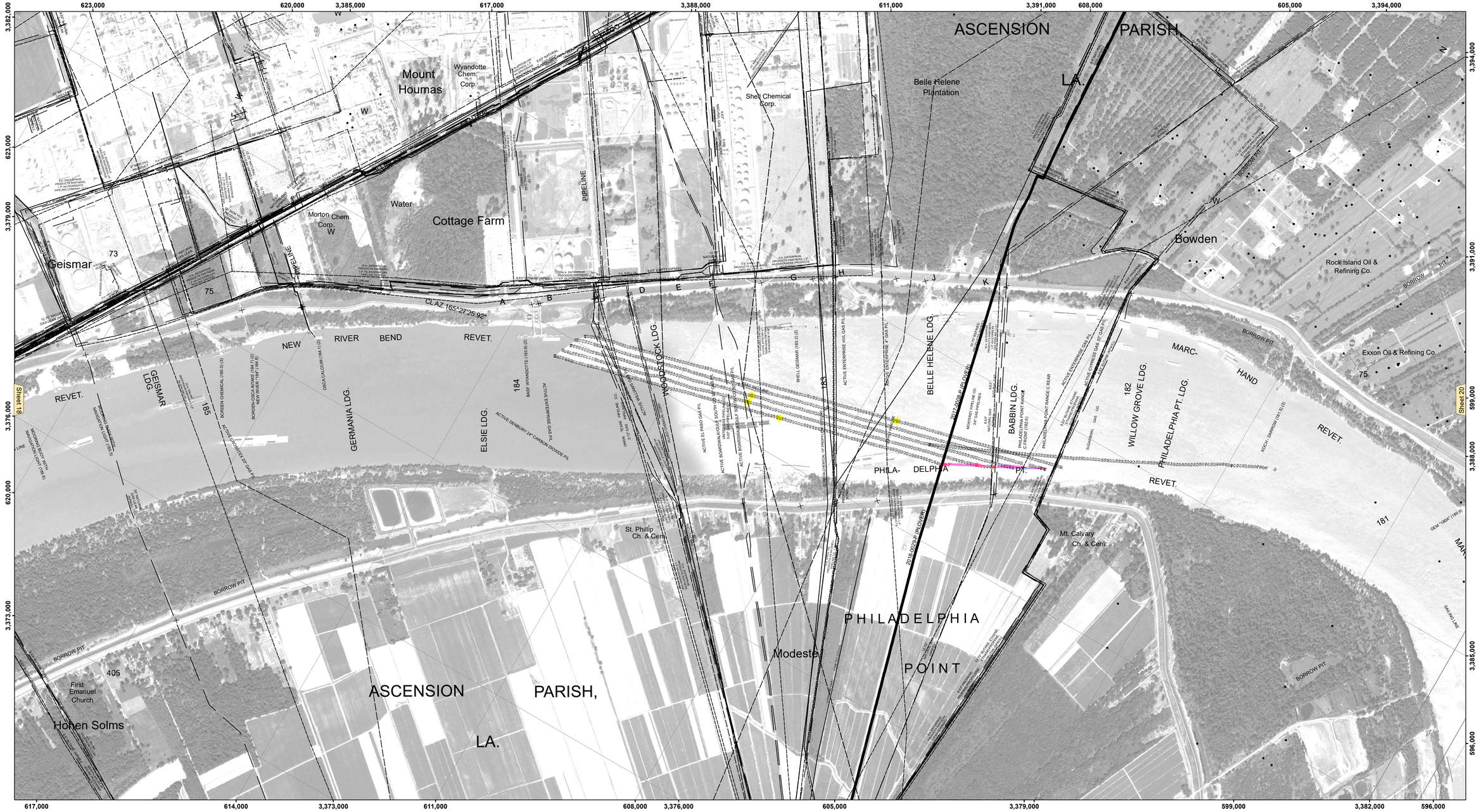


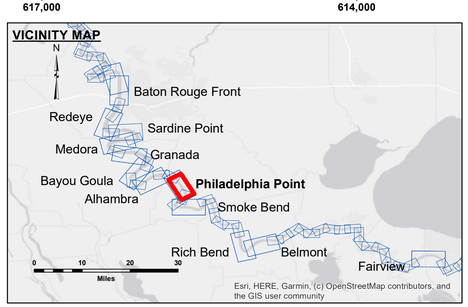


**LEGEND**

- 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: | BR:8.9 D:4.1 USED: 4.80 NAVD |
| Sea Conditions: | CALM |
| Vessel Name: | M/V LAFOURCHE |
| 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

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Access Constraints: The United States Government furnishes this data and information on an "as is" basis. The user assumes understanding that the US Government makes no warranties, expressed, or implied concerning the accuracy, completeness, reliability, or suitability of this data and information for any intended use, or the data and information and the data furnished. The United States shall be held harmless from any liability resulting from any improper 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 data. The recipient also agrees to place this disclaimer on 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 conditions existing at the time.

Distribution Liability: The data represents the results of data collection and analysis performed by the US Corps of Engineers activity and indicates the general existing conditions. As such, it is only valid for its intended use, content, time and accuracy of the data. The user assumes all liability for the improper use of any of the application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change without notice because of the dynamic nature of the river and its activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers accepts no responsibility for changes in the hydrographic survey data subsequent to the date of publication. This data is intended for U. S. Army Corps of Engineers' internal use. Please exercise good navigation safety practices.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

| | |
|---|---|
| Submitted: | Surveyed By: SP,KC |
| Recommended: Chief, Survey Section | Plotted By: JH |
| Approved: Chief, Waterways Maintenance Section | Checked By: JH |

**MISSISSIPPI RIVER - B.R. TO GULF**
**PHILADELPHIA POINT CROSSING**
**MD_19_PHP_20230727_CS**
**27 July 2023**

**Sheet Reference Number**
19 **of** 97

Revison Number:
4.2-20200420