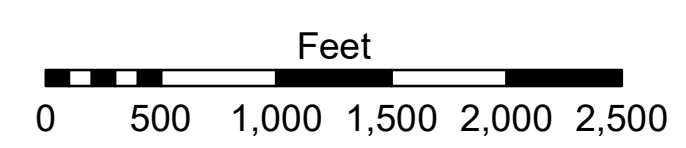
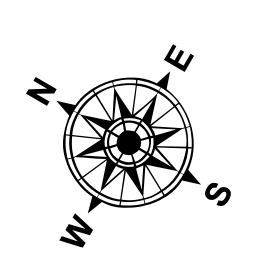


LEGEND	
--- Federal Navigation Channel	● Cable Area
— Federal Navigation Center Line	■ Placement Area
— As-built Pipeline/Cable	□ Anchorage Area
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point
— Project Depth Contour	✈ Wrecks-Submerged
□ Borrow Area	★ Beacon, General
● Shoalest Sounding**	◆ Red Navigation Buoy
◆ Green Navigation Buoy	



LWRP: 1.9  
 Gage Reading: BR:10.7 D:5.7 USED:6.6 NAVD88  
 Sea Conditions: CALM  
 Vessel Name: OB189  
 Survey Type: CS  
 Sounding Frequency\*\*\*: HIGH

**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. 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.



**DISTRIBUTION LIABILITY:** The data represents the results of data collection/processing for a specific US Army Corps of Engineers project. It is only valid for its intended use, content, time and accuracy specifications. The user is responsible for the results. The user is not to be held liable for any other than its intended purpose.  
 Data Constants: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to dredging, channel migration, and other factors. The user is responsible for the hydrographical conditions when developing after the date of the survey. The user is not to be held liable for any other than its intended use. Product maintainers should not rely solely upon this information.

Submitted:	Surveyed By: CHAMPINE/ADAMS
Recommended:	Plotted By: JHT
Approved:	Checked By: JHT

**MISSISSIPPI RIVER - B.R. TO GULF PHILADELPHIA POINT CROSSING**  
 MD\_19\_PHP\_20240815\_CS  
 15 August 2024

**Sheet Reference Number**  
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 4-2-2024(04/24)