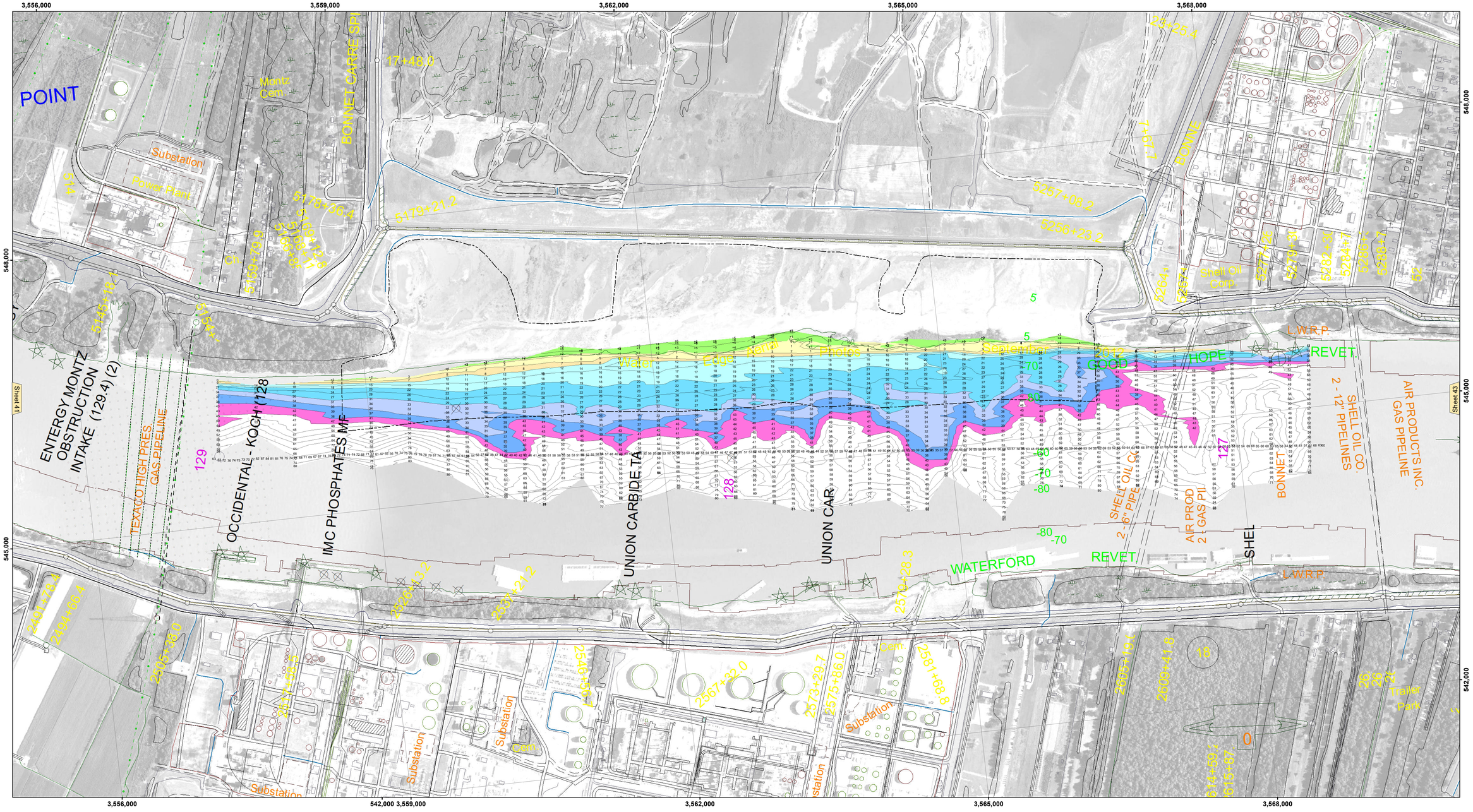

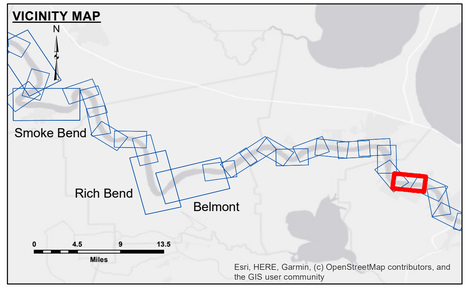

LEGEND

- 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
- Shoaling 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

N W E S

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

LWRP:	0.9
Gage Reading:	R:20.1NO:14.5 USED:17.5 NAVD
Sea Conditions:	CALM
Vessel Name:	OB169
Survey Type:	CONDITION
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.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 this map/chart/data/information/product/service to assist the user in understanding that the US Government makes no warranties, expressed, or implied concerning the accuracy, completeness, reliability, or suitability of this product, of the information and the data furnished. The United States shall be held harmless from any liability resulting from any decisions made thereof. These data belonging to the Government. Therefore the recipient fully agrees not to represent these data to anyone as other than Government data or information and to hold harmless 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 that time.

Distribution Liability: The data represents the results of data collected for the purpose of supporting Army 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 Government shall not be liable for the misuse of 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 shoaling and scouring processes. Dredging is a Army Corps of Engineers function to respond after the changes in the hydrographic environment have occurred and are ready for publication. This data is intended for U. S. Army Corps of Engineers' internal use. Present navigation conditions may vary greatly.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

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

MISSISSIPPI RIVER - B.R. TO GULF
BONNET CARRE SPILLWAY
MD_42_BCSX_20190730_CS
30 July 2019

Sheet Reference Number
42 of 97

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