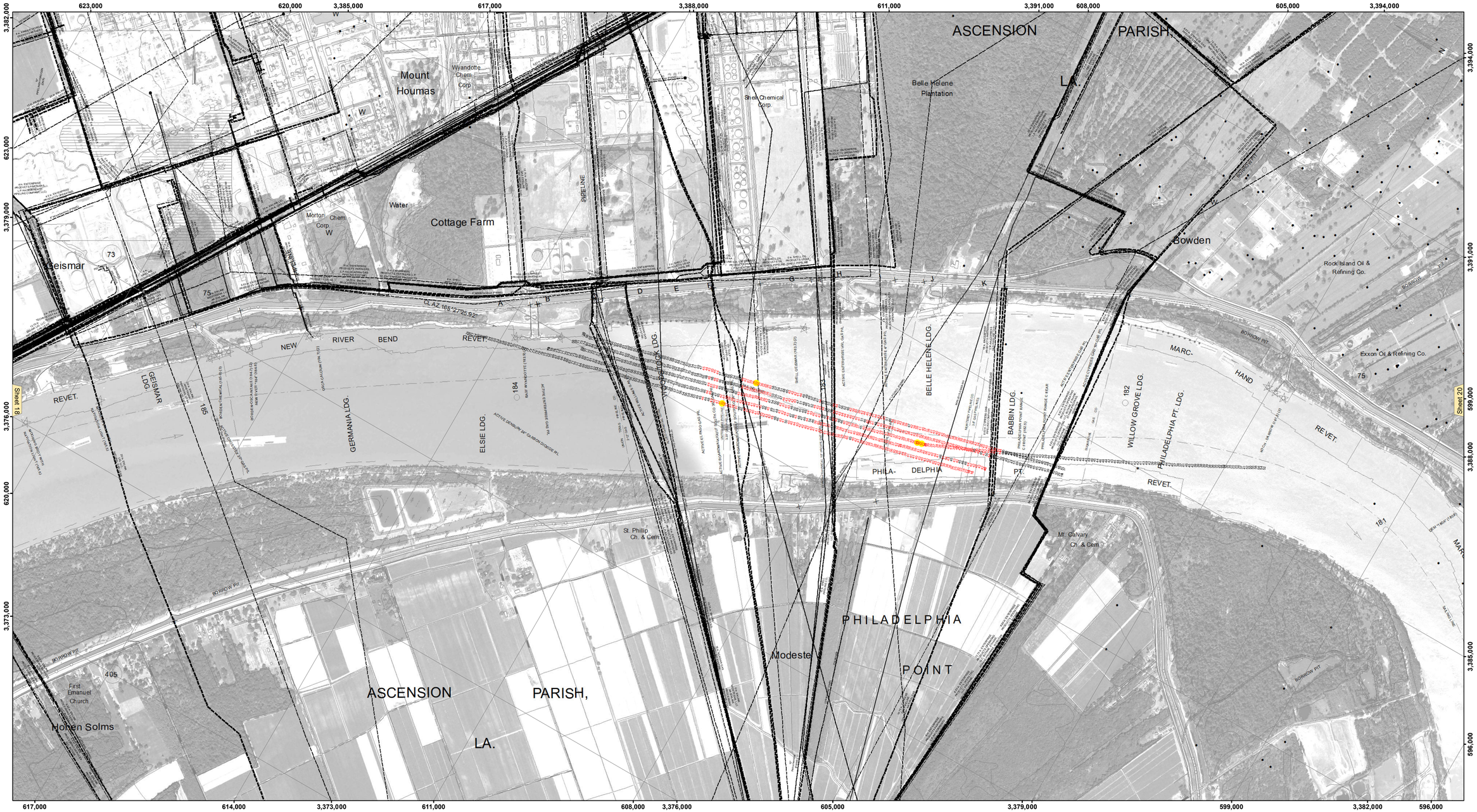

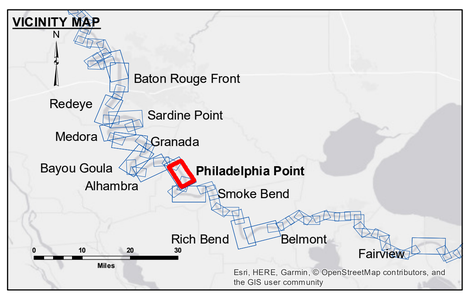

LEGEND

- 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:43.45 D:31.3 USED:33.00 NGVD
Sea Conditions:	CHOPPY
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 (NGVD).

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 a service to the public. The recipient agrees that the US Government makes no warranties, expressed, or implied concerning the accuracy, completeness, reliability, or suitability of these data and information for any purpose. The recipient fully agrees not to represent these data to anyone as other than the most current information available from the Corps of Engineers. The United States shall be held harmless by any person by reason of any use of these data or information. The recipient fully agrees not to represent these data to anyone as other than the most current information available from the Corps of Engineers. The United States shall be held harmless by any person by reason of any use of 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 as representing the general conditions existing at that time.

Distribution Liability: The data represents the results of data collected by the Corps of Engineers for a specific purpose, activity and indicates the general existing conditions. As such, it is only valid for its intended use, content, time and accuracy. The Corps of Engineers accepts no responsibility 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 and man-induced forces and events. Depending on activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers accepts no responsibility for changes in the data that occur after the survey date indicated on publication. This data is intended for U. S. Army Corps of Engineers' internal use. Product improvement based on daily updating.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:	Surveyed By: RYLAND/RHODEN	
	Plotted By: BD	
Recommended:	Chief, Survey Section	Checked By: AO
Approved:	Chief, Waterways Maintenance Section	

MISSISSIPPI RIVER - B.R. TO GULF
PHILADELPHIA POINT RECON
MR_19_PHP_20190618_CS
18 June 2019

Sheet Reference Number
19 of 97

Revison Number:
3.12-20160811