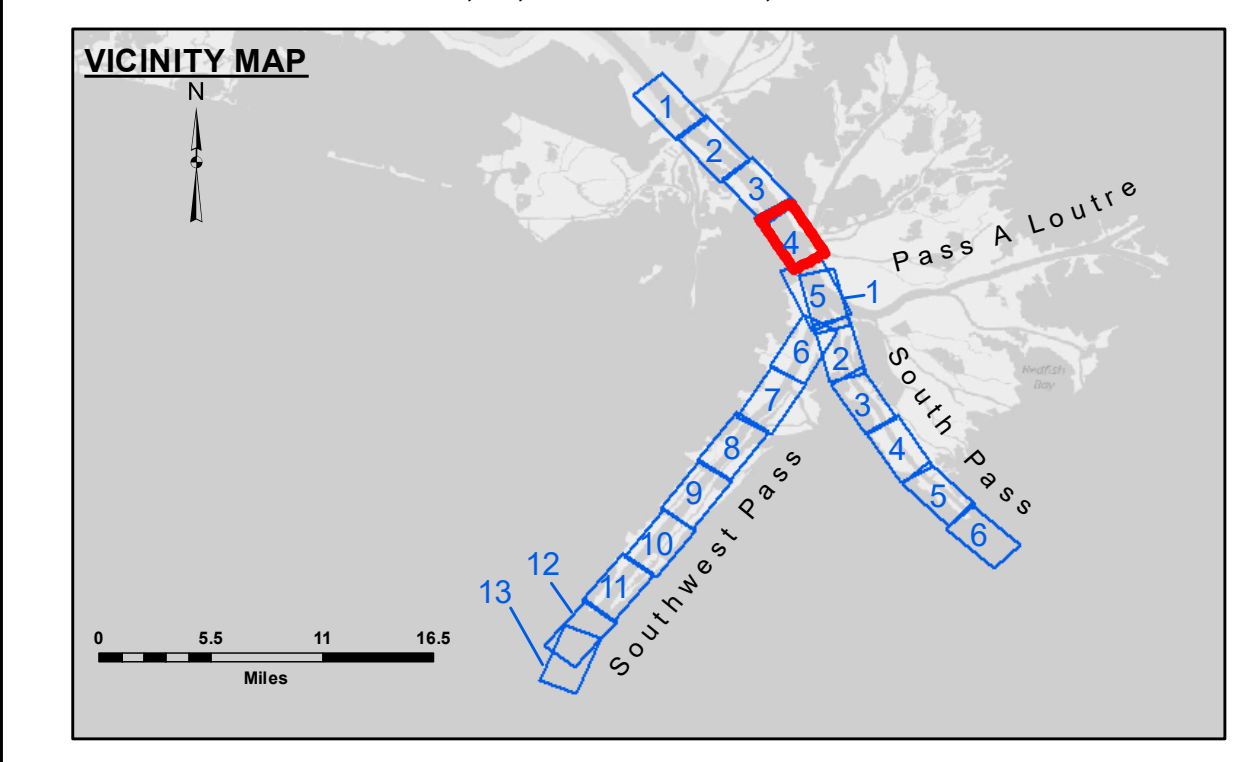


**DREDGE GLENN EDWARDS  
DREDGING EAST TOE TO 100' WEST  
OF CENTERLINE RG. 43 TO RG. 36**

**DREDGE BAYPORT  
DREDGING EAST TOE TO 100' WEST  
OF CENTERLINE RG.36 TO RG. 30  
SHEETS 4 AND 5**



**LEGEND**

--- Federal Navigation Channel	○ Cable Area	□ Borrow Area	■ -10' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -10' to -20'
— As-built Pipeline/Cable	□ Anchorage Area	★ Beacon, General	■ -20' to -30'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	■ -30' to -40'
— Project Depth Contour	⚓ Wrecks-Submerged	◆ Green Navigation Buoy	■ -40' to -45'
			■ -45' to -48.5'
			■ -48.5' to -55'
			■ -55' and below

Gage Reading: 2.00 MLLW @ PILOT TOWN @ 0930

Sea Conditions: CALM, FLUFF (SAND WAVES)

Vessel Name: JOHN BOPP

Survey Type: CONDITION, SB

Sounding Frequency\*\*\*: LOW

**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 Mean Lower Low Water (MLLW, 07-11). Datum Relationships for gage 01525 as of July 2015: 0.0' NAVD83 = -0.3' MLLW = 3.20' MLG

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.

2016 Aerial Photography data source: Precision Aerial Reconnaissance, LLC (1998 DOQQ in green)

Reference is N.O.A.A. Navigation Chart No. 11361.

\*\* 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 (24 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.



**DISCLAIMER:** The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the Government makes no warranty, expressed or implied, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information. The user is responsible for the results obtained from the use of this information. The application of the data for other than its intended purpose is at the user's risk. The user is responsible for the results obtained from the use of this information. The application of the data for other than its intended purpose is at the user's risk.

**DATA CONSTRAINTS:** Hydrographic survey data is subject to change frequently due to several factors including but not limited to dredging, sedimentation, and channel migration. The user is responsible for the results obtained from the use of this information. The application of the data for other than its intended purpose is at the user's risk.

The information depicted on this map represents the results of a survey conducted on or about the date indicated. The user is responsible for the results of a survey conducted on or about the date indicated. The user is responsible for the results of a survey conducted on or about the date indicated.

**U.S. ARMY CORPS OF ENGINEERS  
NEW ORLEANS DISTRICT**

Submitted:	Surveyed By: LLB & SPS	Plotted By: RSL	Checked By: MSK
Recommended:	Chief, Survey Section		
Approved:	Chief, Waterways Maintenance Section		

**MISSISSIPPI RIVER - B.R. TO GULF  
SOUTHWEST PASS - SHEET 4  
SW\_04\_SWP\_20180421\_CS  
21 April 2018**