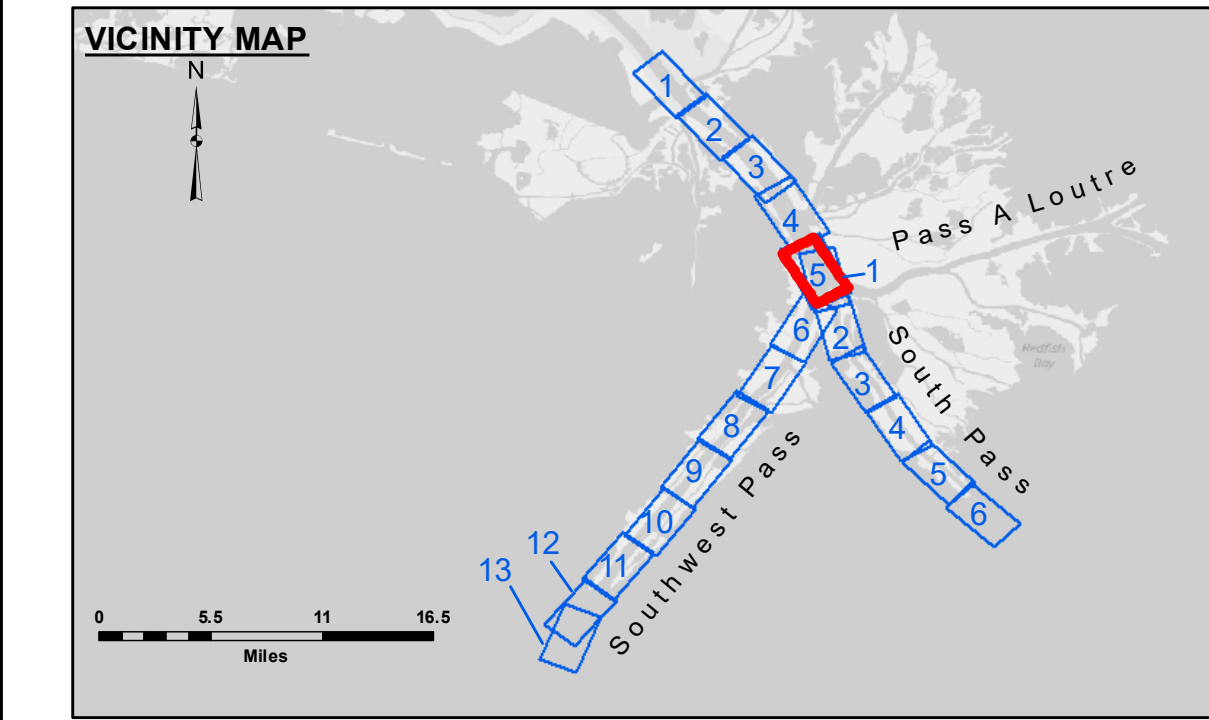
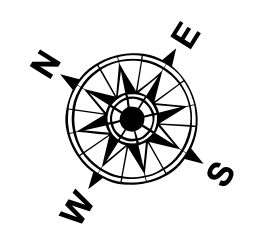


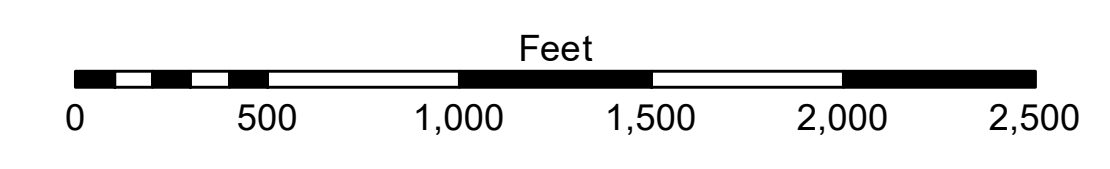
DREDGE GLENN EDWARDS
DREDGING FULL CHANNEL WIDTH
RG. 35 TO RG. 9-A SHEETS 5 & 6



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: 2.8 MLLW @ PILOT TOWN @ 1115
 Sea Conditions: CALM
 Vessel Name: BEAUVAIS
 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' NAVD88 = -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. 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 data are not warranted for any particular purpose of the recipient, and that the recipient is responsible for the results of its use. The recipient is not liable for any damage or injury to persons or property, or for any loss of life or property, or for any other loss or damage, resulting from the use of these data, whether or not such damage or injury, loss of life or property, or other loss or damage, could have been avoided by the exercise of reasonable care. The recipient is not liable for any damage or injury to persons or property, or for any loss of life or property, or for any other loss or damage, resulting from the use of these data, whether or not such damage or injury, loss of life or property, or other loss or damage, could have been avoided by the exercise of reasonable care. The recipient is not liable for any damage or injury to persons or property, or for any loss of life or property, or for any other loss or damage, resulting from the use of these data, whether or not such damage or injury, loss of life or property, or other loss or damage, could have been avoided by the exercise of reasonable care.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT		
Submitted:	Surveyed By: LLB & MGF	Plotted By: RSL
Recommended:	Checked By: MSK	Checked By: MSK
Approved:	Chief Survey Section	Chief Waterways Maintenance Section

**MISSISSIPPI RIVER - B.R. TO GULF
 SOUTHWEST PASS - SHEET 5
 SW_05_SWP_20190520_CS
 20 May 2019**

**Sheet Reference Number
 5 of 13**