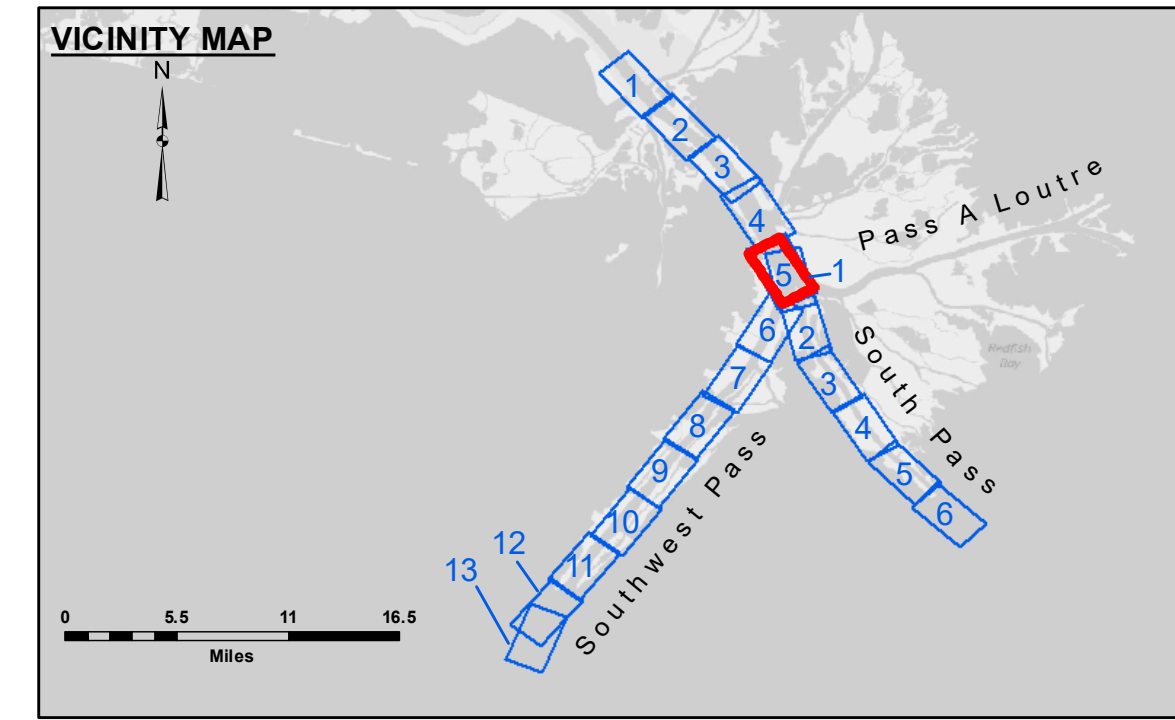


DREDGE WHEELER
DREDGING FULL CHANNEL WIDTH
RG. 51 TO RG. 30 SHEETS 4 AND 5

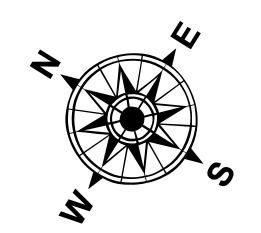
DREDGE STUYVESANT
DREDGING FULL CHANNEL WIDTH
WIDTH RG. 19 TO RG. 1-A

DREDGE NEWPORT
DREDGING FULL CHANNEL WIDTH
RG. 1-A TO RG. 55-B SHEETS 5 AND 6

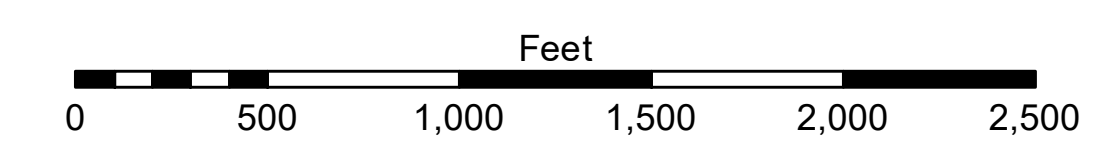


LEGEND

--- 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: 2.70 MLLW @ PILOT TOWN @ 1005
 Sea Conditions: CALM
 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' 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 to be used for any purpose other than that for which they were prepared, or implied concerning the accuracy, completeness, reliability, usability or suitability for any particular purpose of the recipient. The user is responsible for the results obtained from the use of these data. The United States Government makes no warranty, express or implied, under any law, for the accuracy, completeness, reliability, usability or suitability of the data for any use other than that for which they were prepared. The recipient may not transfer these data to others without also transferring this disclaimer. The information depicted on the map represents the results of a survey conducted on or about the date of the survey. The Corps of Engineers does not warrant the accuracy of the information depicted on the map. The Corps of Engineers is not responsible for any damage or injury resulting from the use of the information depicted on the map. The Corps of Engineers is not responsible for any damage or injury resulting from the use of the information depicted on the map. The Corps of Engineers is not responsible for any damage or injury resulting from the use of the information depicted on the map.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

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

MISSISSIPPI RIVER - B. R. TO GULF
SOUTHWEST PASS - SHEET 5
SW_05_SWP_20190718_CS
 18 July 2019

Sheet Reference Number
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