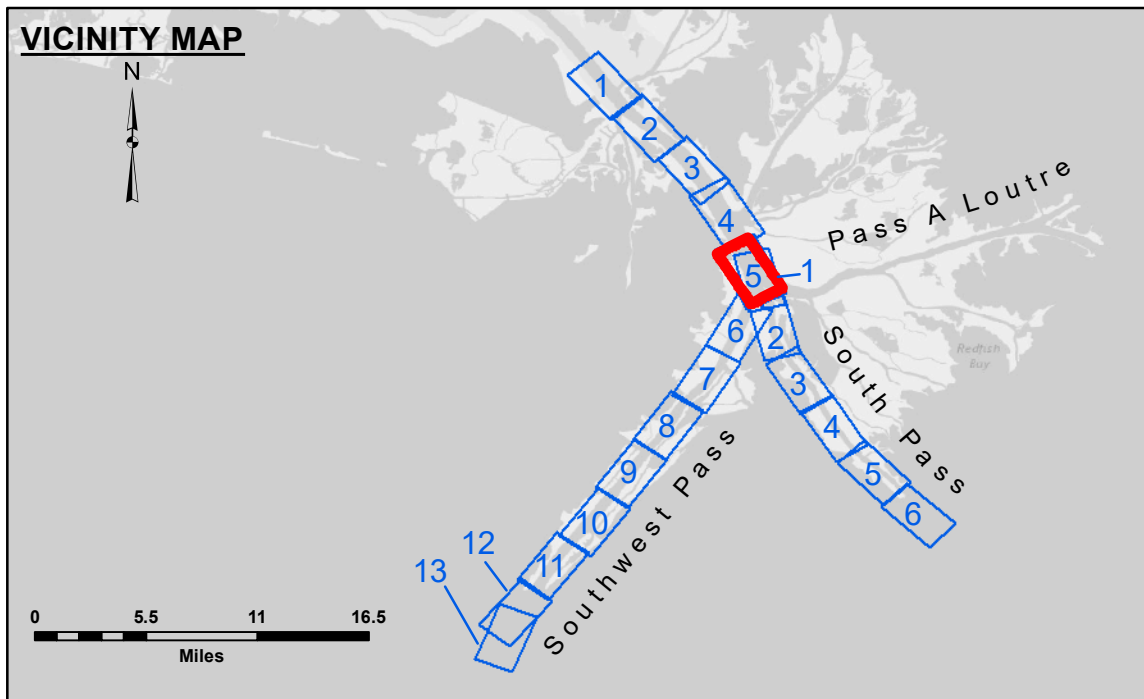


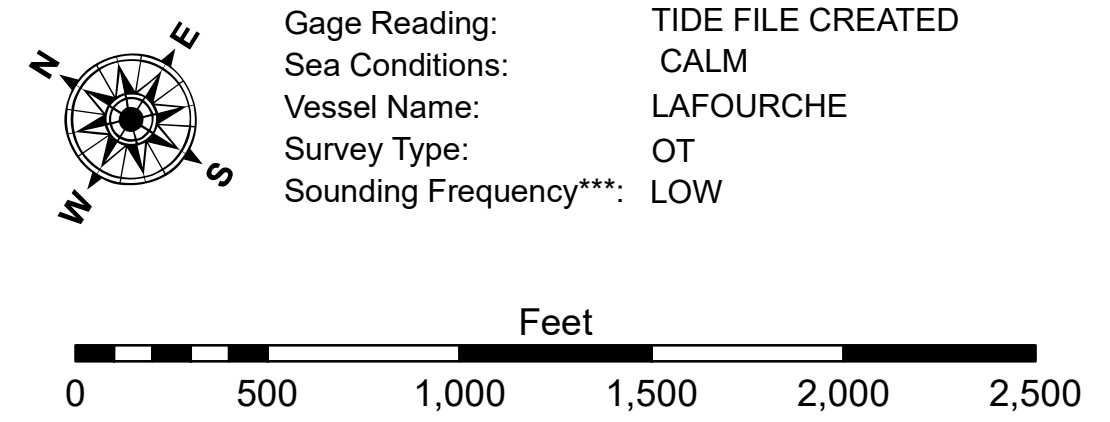
DREDGE STUYVESANT
DREDGING RANGE 20 TO RANGE 6
FULL CHANNEL WIDTH

DREDGE WHEELER
DREDGING RANGE 6 TO RANGE 53-B
FULL CHANNEL WIDTH 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



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, and that the Government makes no warranty, expressed or implied, concerning the accuracy, completeness, reliability, usability or suitability for any particular purpose of the data. The recipient agrees to accept these data as provided and to indemnify the United States Government from and against all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be incurred by the United States Government as a result of the use of these data for any purpose 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 this map represents the results of a survey conducted on or about the date of the survey. It is not to be used for any purpose other than that for which it was prepared. The recipient agrees to accept these data as provided and to indemnify the United States Government from and against all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be incurred by the United States Government as a result of the use of these data for any purpose other than that for which they were prepared. The recipient may not transfer these data to others without also transferring this disclaimer.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

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

MISSISSIPPI RIVER - B.R. TO GULF
SOUTHWEST PASS - SHEET 5
SW_05_SWP_20190731_CS
31 July 2019

Sheet Reference Number
5 of 13

Revision Number:
3.12-20160811