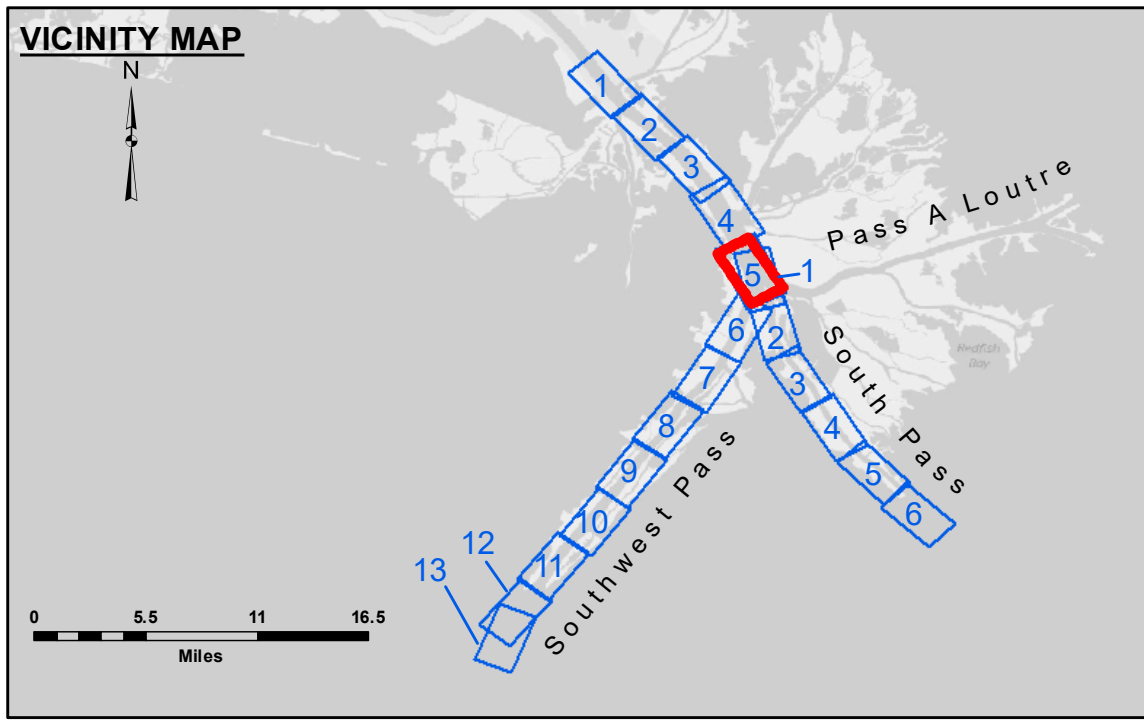


DREDGE NEWPORT  
DREDGING RANGE 52 TO RANGE 20  
FULL CHANNEL WIDTH SHEETS 4 & 5

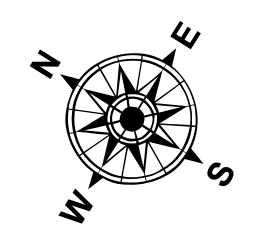
DREDGE STUYVESANT  
DREDGING RANGE 20 TO RANGE 6  
FULL CHANNEL WIDTH

DREDGE WHEELER  
DREDGING RANGE 6 TO RANGE 53-B  
FULL CHANNEL WIDTH SHEETS 5 & 6

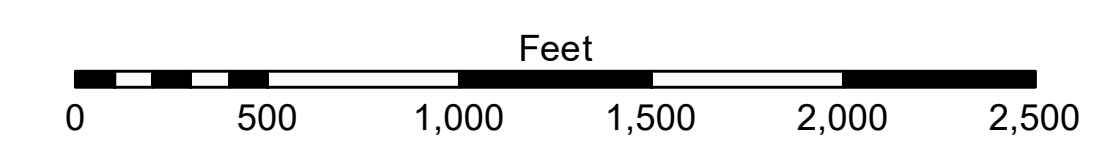


**LEGEND**

--- 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



Gage Reading: 2.5 MLLW @ PILOT TOWN @ 1015  
 Sea Conditions: CALM  
 Vessel Name: OB-173  
 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 originally prepared, or implied concerning the accuracy, completeness, reliability, usability, or suitability for any particular purpose of the user. The user is responsible for the results obtained from the use of these data. The United States Government does not warrant, under no liability whatsoever to any person by reason of any use of these data, that they are free from errors or omissions. The user assumes all liability for any use of these data, including any use for purposes not intended by the United States Government. The recipient may not transfer these data to others without obtaining the permission of the United States Government. The information depicted on the map represents the results of a survey conducted on or about the date indicated. The information is considered to represent the general condition existing at that time.

U.S. ARMY CORPS OF ENGINEERS  
NEW ORLEANS DISTRICT

Submitted:	Checked By:
Recommended:	MSK
Approved:	

MISSISSIPPI RIVER - B.R. TO GULF  
 SOUTHWEST PASS - SHEET 5  
 SW\_05\_SWP\_20190801\_CS  
 01 August 2019

Sheet Reference Number  
 5 of 13

Revision Number:  
 3.13-20160811