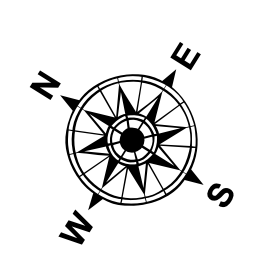


DREDGE GLENN EDWARDS
DREDGING STATION 3070+00 TO STATION 110+00
FULL CHANNEL WIDTH

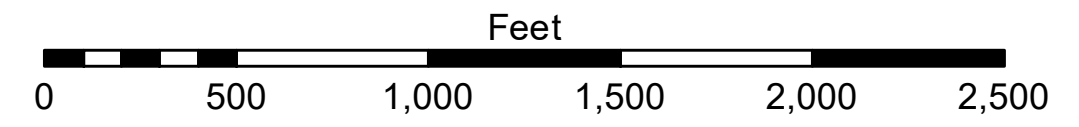
PILOT TOWN ANCHORAGE
An area approximately 5.2 miles in length along the right descending bank or west side of the river. The east limit of the anchorage area at the upper end of the river is a point approximately 1,500 feet from the east bank at Mile 6.7 above Head of Passes and extends downstream generally by a point directly opposite Old Channel Light at Mile 3.7 above Head of Passes, thence to a point 1,500 feet directly opposite Cubitts Gap Light at Mile 2.3 above Head of Passes, thence to a point 1,500 feet directly opposite Pilot Town Windmill Light at Mile 1.5 above Head of Passes, which is the downstream limit of the anchorage area.



LEGEND	
--- Federal Navigation Channel	● Cable Area
— Federal Navigation Center Line	□ Placement Area
— As-built Pipeline/Cable	□ Anchorage Area
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point
— Project Depth Contour	⚓ Wrecks-Submerged
□ Borrow Area	★ Beacon, General
● Shoalest Sounding**	◆ Red Navigation Buoy
◆ Green Navigation Buoy	



Gage Reading: 1.3 MLLW @ PILOT TOWN @ 1125
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: 01525 (0.0) GAGE = -0.15 NAVD83 2009.55 = -0.47 MLLW (12-16).
Soundings are shown in feet and indicate depths below Mean Lower Low Water (MLLW, 12-16). Datum Relationships for gage 01525 as of March 2020: 0.0' NAVD83, 2009.55 = -0.53' MLLW = 2.97' MLG
Distances on the Mississippi River, above and below Head of Passes are shown at 1 mile intervals.

The location of navigation aids are based 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
Access Constraints: 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 user is not to be held liable under any liability whatsoever to any person by reason of any use of these data, whether or not such use is made in accordance with the intended purpose of the data. The user is not to be held liable for any damage or injury resulting from the use of these data. The user is not to be held liable for any damage or injury resulting from the use of these data. The user is not to be held liable for any damage or injury resulting from the use of these data.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT	
Submitted:	Surveyed By: LLB & JTB
Recommended:	Plotted By: TSS
Approved:	Checked By: MSK

MISSISSIPPI RIVER - B.R. TO GULF
SOUTHWEST PASS - SHEET 5
SW_05_SWP_20220310_CS
10 March 2022

Sheet Reference Number
5 of 13

Revision Number:
4.2-202 (04/20)