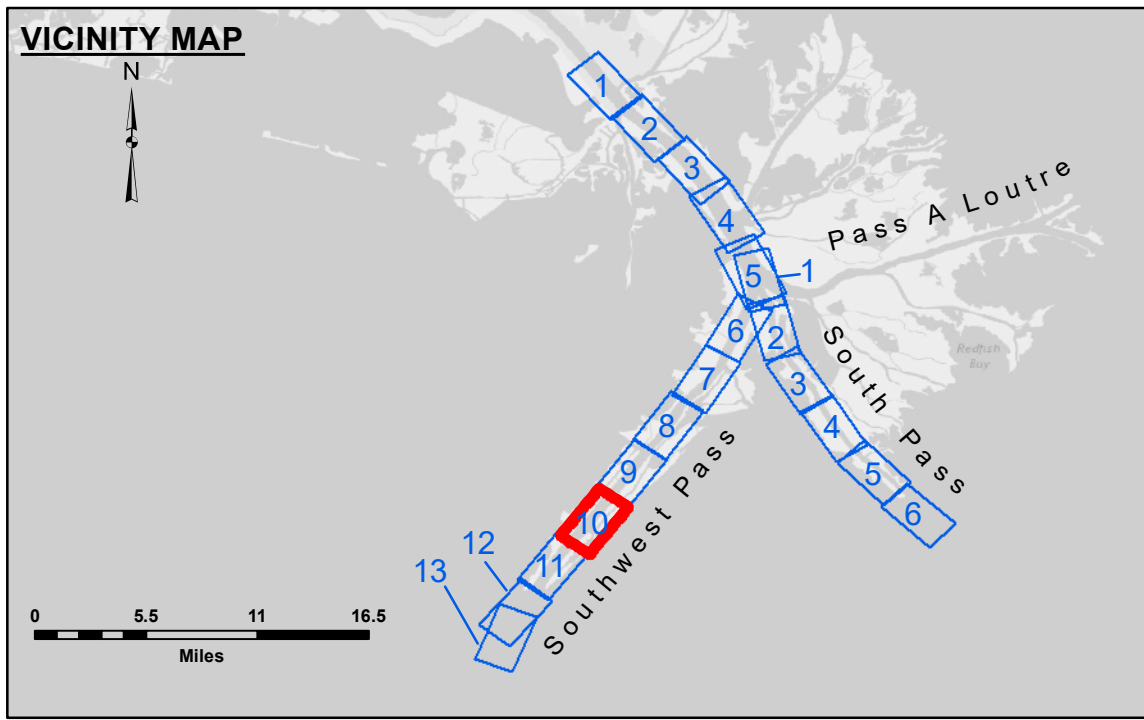


DREDGE WHEELER  
DREDGING STATION 675+00 TO STATION 860+00  
FULL CHANNEL WIDTH SHEETS 9 & 10



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

Gage Reading: 1.5 MLLW @ LIGHT 14 @ 1315  
 Sea Conditions: CALM  
 Vessel Name: TECHE  
 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, 12-16).  
 Datum Relationships for gage 01625 as of March 2020:  
 0.0' NAVD86, 2009.55 = 0.40' MLLW = 3.90' 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 recipient shall be responsible for the results of any use of these data, and the United States Government shall not be liable under any law, whether to any person by reason of any use of these data, or for any damages, including consequential damages, that may result from the use of these data, or for any claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by or for any person by reason of any use of these data, or for any claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by or for any person by reason of any use of these data, or for any claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by or for any person by reason of any use of these data, or for any claims, damages, losses, or expenses, including reasonable attorneys' fees, that may be incurred by or for any person by reason of any use of these data.

Submitted:	Reviewed:	Checked:
Submittal:	Chief Survey Section	MSK
Room/Desk:	Chief Survey Section	MSK
Approved:	Chief Waterways Maintenance Section	MSK

**MISSISSIPPI RIVER - B.R. TO GULF  
 SOUTHWEST PASS - SHEET 10  
 SW\_10\_SWP\_20210512\_CS\_PRO  
 12 May 2021**

**Sheet Reference Number  
 10 of 13**

Revision Number:  
 4.1-20191015