

LEGEND

- Federal Navigation Channel
- Federal Navigation Center Line
- Contour Line
- Cable Submarine
- Cable Overhead
- Open Water Placement Site
- Upland Placement Site
- Beneficial Use Site
- Shoaling Above Project Depth
- Shoalest Sounding**
- Wrecks
- Obstructions
- Typical Lighted Buoy
- Typical Buoy
- Typical Light
- Typical Daymarks

Feet

0 200 400 600 800 1,000

** Shoalest sounding per quarter, per each area. Areas are defined as a change in width and/or depth.

ES_01_EHS_20261013_BD_E_2_8_412

NOTES:
The channel alignment shown on this map is Alignment 2014

The following equipment was used for this survey:
Norbit i77 Winghead multibeam echosounder, 140 degree swath, 2.0 x 2.0 individual beam, 400 kHz transducer.

Survey Vessel, NWS 1-16-34

The following surveys were used to create this drawing set:
Before Dredge Survey, 13 October 2026, 2026-ev-011

NOTES:
1. Sounding and elevations are in feet and refer to the plane of NOS Mean Lower Low Water (MLLW). Epoch 1983-2001. Tide correction based on Geoid 2018 using Real Time Kinematic (RTK). Soundings taken above the datum plane are prefixed with a (+) sign.

2. Horizontal Datum: WGS-84. Projected coordinate system: Lambert Grid Projection, State Plane, Washington North Zone, 4601, Surveyed in North American Datum of 1983/2011, Plotted in North American Datum of 1983/91. Horizontal units are U.S. Survey Feet.

3. The information depicted on this map represents the results of surveys made on the date indicated and can only be considered as indicating the general conditions existing at that time.

4. The location of navigation aids and cables are provided by the U.S. Coast Guard, NOAA or the Corps of Engineers. Consult U.S. Coast Guard Light List and U.S. Coast Pilots for supplemental information.

5. Base imagery prepared from natural color four band imagery provided by the National Agriculture Imagery Program (NAIP) taken by United States Department of Agriculture (2017).

6. Every effort has been made to provide all pertinent details on the location of obstructions/utilities. The data furnished on the drawings are believed to be substantially correct. However, the exact locations may vary from that shown.

7. Placement Sites are used for dredge material placement, Beneficial Use Sites can be used for placement of dredged material when needed.

8. (Project Depth, Stations, Width): (15', Sta. 0+00 to Sta. 78+00, 150'); (20', Sta. 78+00 to 90+00, 150'); Settling Basin Left (20', Sta. 78+00 to 90+00, 275'); Settling Basin Right (15', Sta. 60+00 to 78+00, 150' - 275'); (20', Sta. 78+00 to 90+00, 275')]; (8' Sta. 90+00 to Sta. 164+47, 150'); (8', Sta. 164+47 to Sta. 177+46, 175'); (8', Sta. 177+46 to Sta. 335+50, 150'); (8' - 40', Sta. 335+50 to Sta. 337+00, 150'); (40', Sta. 337+00 to Sta. 354+46, 150'); (40' - 8', Sta. 354+46 to Sta. 355+78, 150'); (8', Sta. 355+78 to Sta. 381+78, 150').

US Army Corps of Engineers
Seattle District

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SEATTLE DISTRICT

Surveyed By: DBW
Plotted By: SCJ
Checked By: SMS

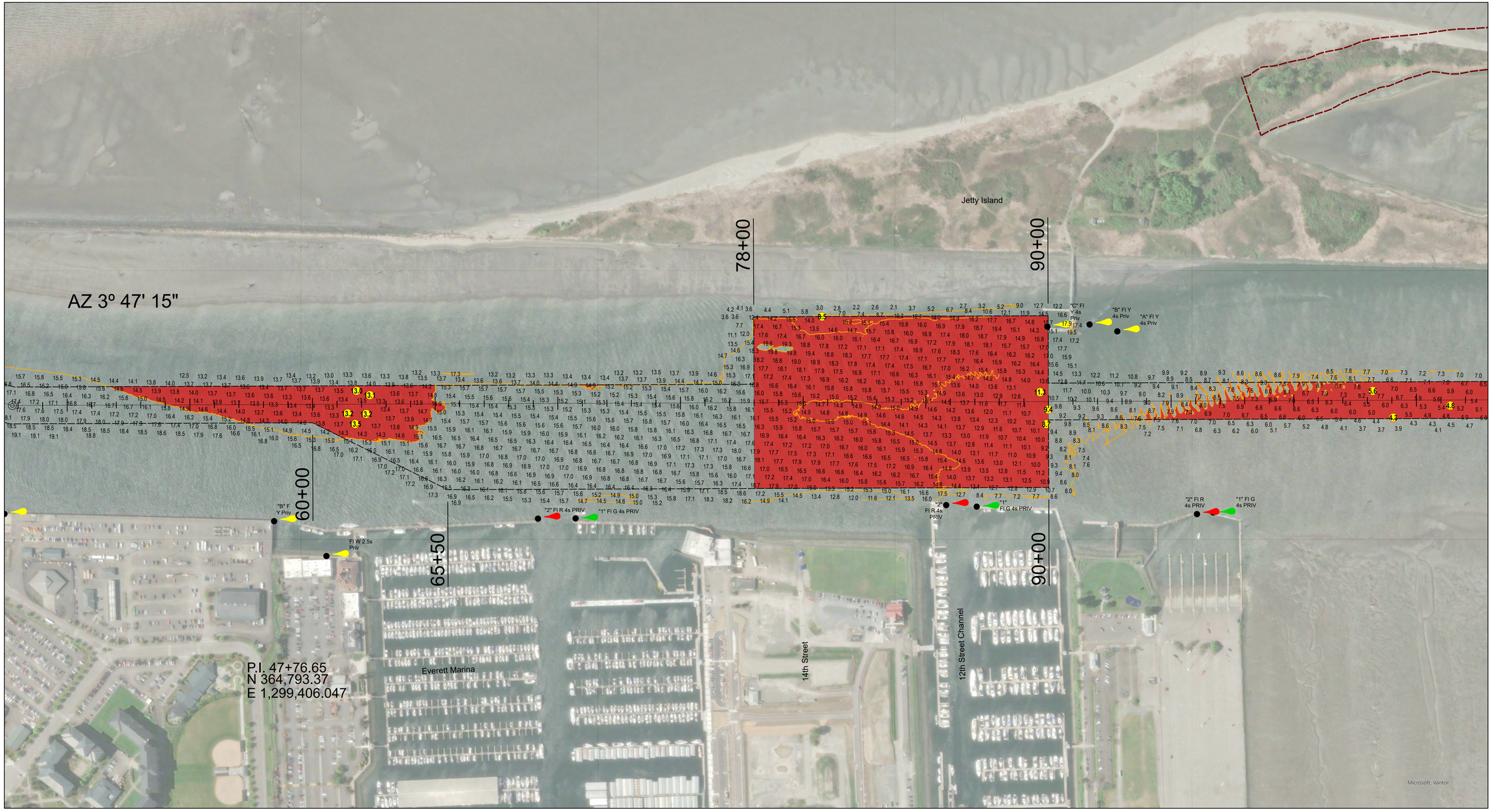
PREPARED: VICTOR E. RAMOS
PROJECT MANAGER, NAVIGATION SECTION

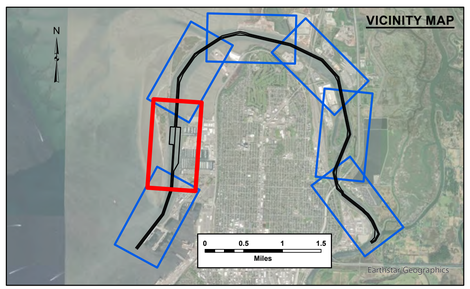
SUBMITTED: BRAD L. SCHULTZ
CHIEF, NAVIGATION SECTION

EVERETT HARBOR
SNOHOMISH CHANNEL
E-2-8-412

Sheet Number
1 of 7

Revision Date:
5.26.07.27-5.26.07.27





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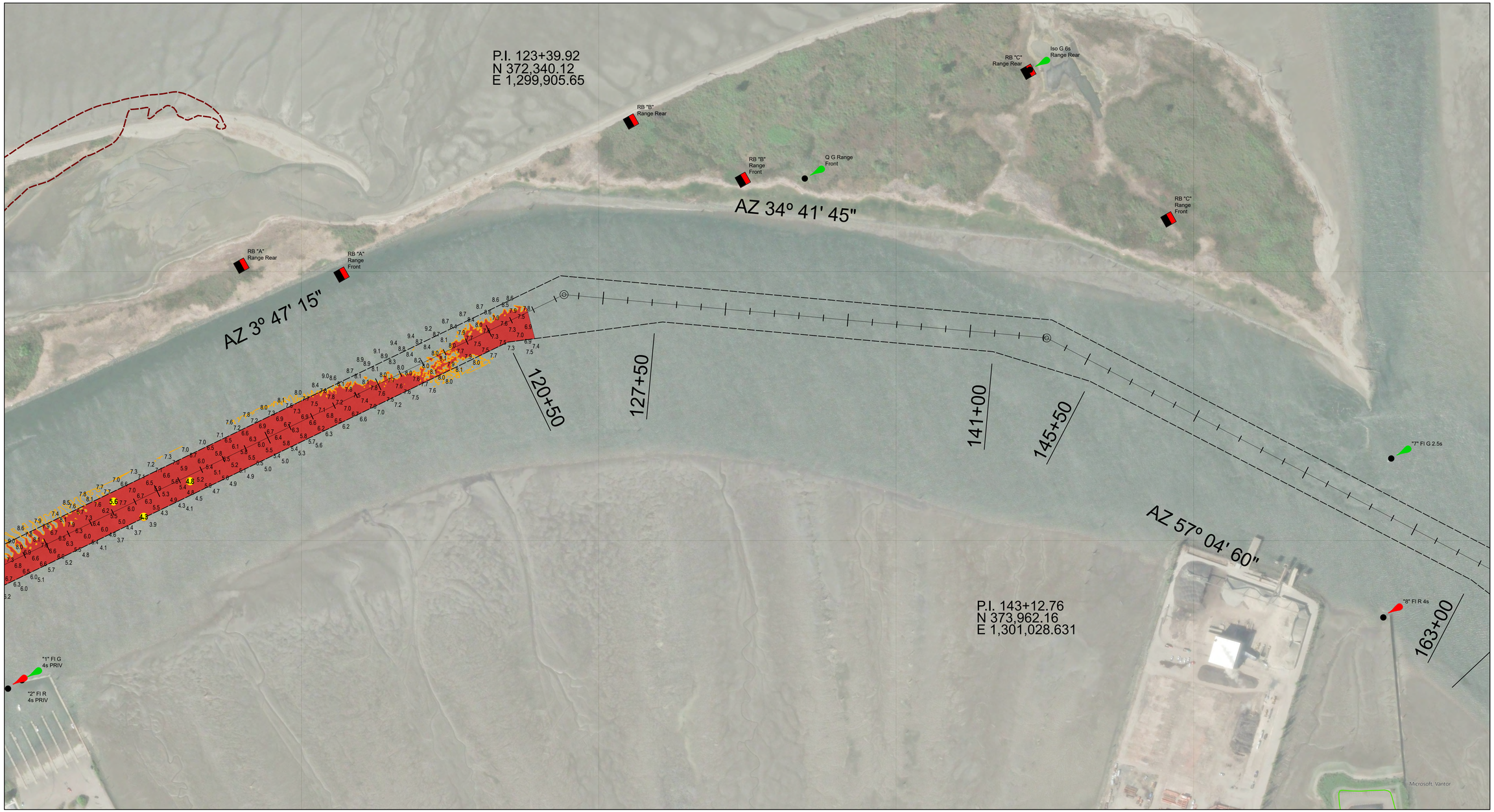
PREPARED: VICTOR E. RAMOS
PROJECT MANAGER, NAVIGATION SECTION

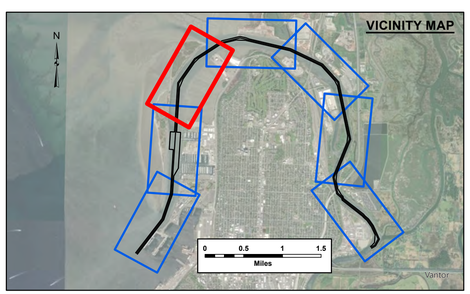
SUBMITTED: BRAD L. SCHULTZ
CHIEF, NAVIGATION SECTION

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