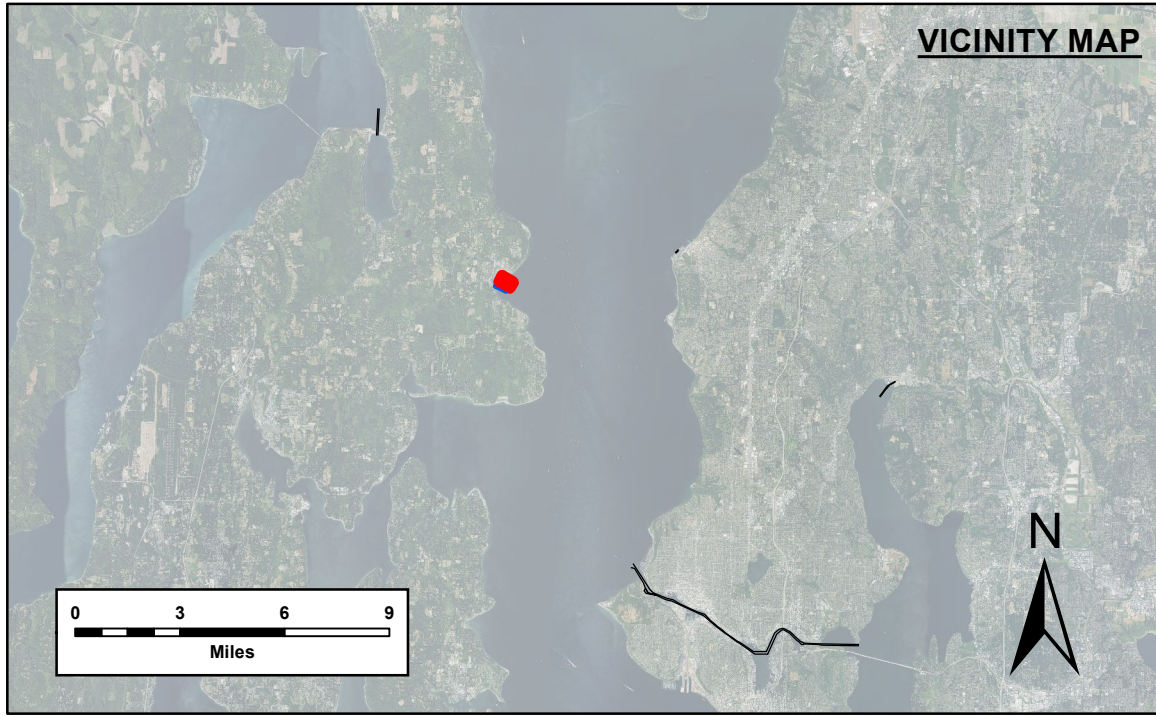
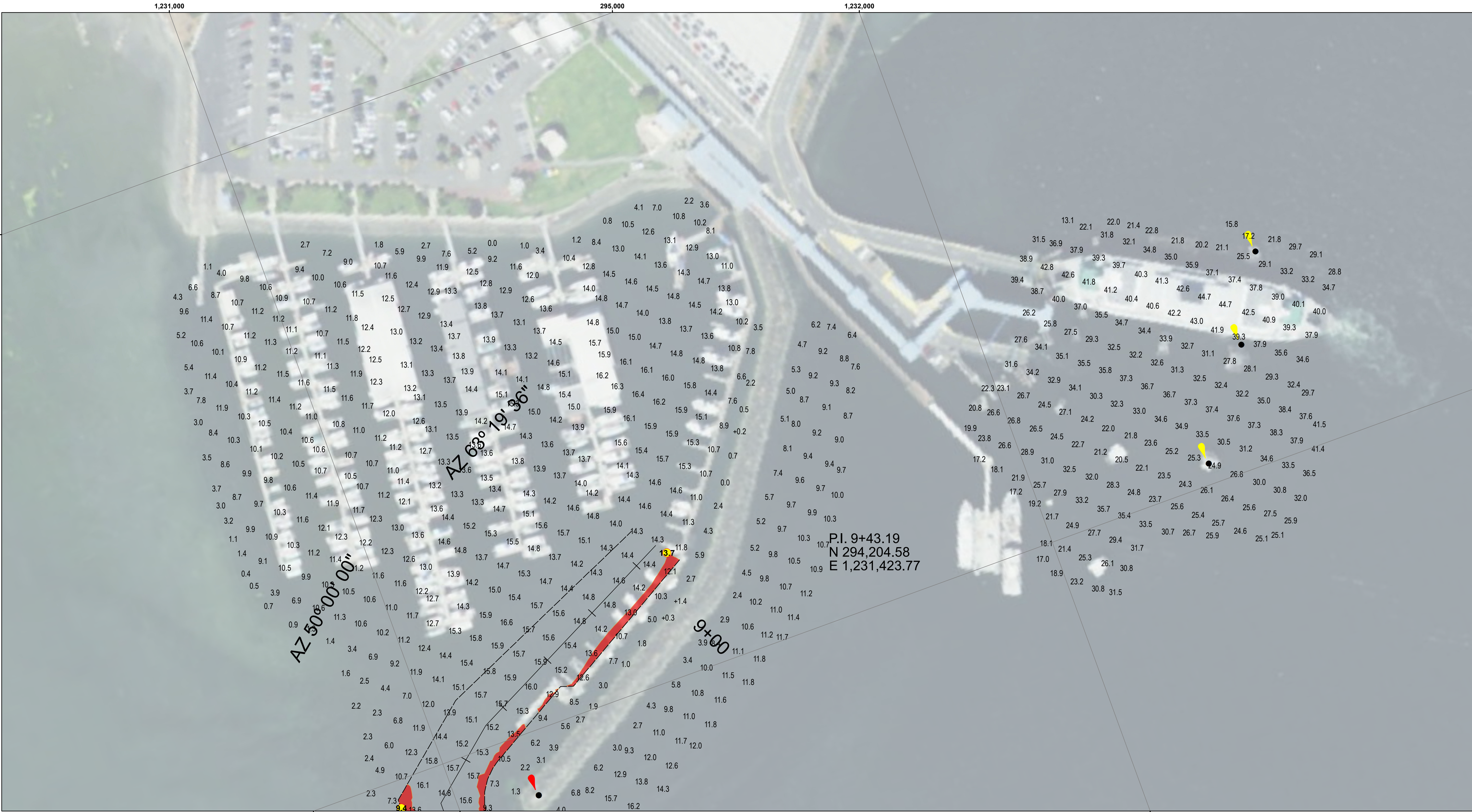
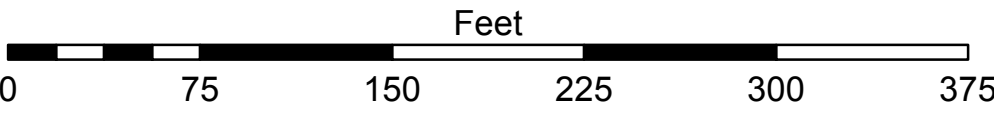


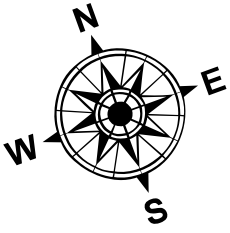


LEGEND			
	Federal Navigation Channel		Placement Area
	Federal Navigation Center Line		Beneficial Use Site
	Cable Submarine		Access Channel
	Cable Overhead		Staging Area
			Barrow Area
	Shoaling Above Project Depth		Shoalest Sounding**
	Wrecks		Obstructions
	Typical Lighted Buoy		Typical Buoy
	Typical Light		Typical Daymarks



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

KI_01_KSH_20170614_CS_D_1_14_33



NOTES:
The channel alignment shown on this map is Alignment 2014
The following equipment was used for this survey:
R2 Sonic 2024 Multibeam, 140 degree swath,
1.5 x 1.5 individual beam,
310 kHz transducer.

Survey Vessel, NWS 1-16-34

The following surveys were used to create this drawing set:
Condition, 14 June 2017, 2017ki001

- 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 2012A 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 MLLW, Stations, Width): (13.5', 0+00 to 9+43, 80-120');

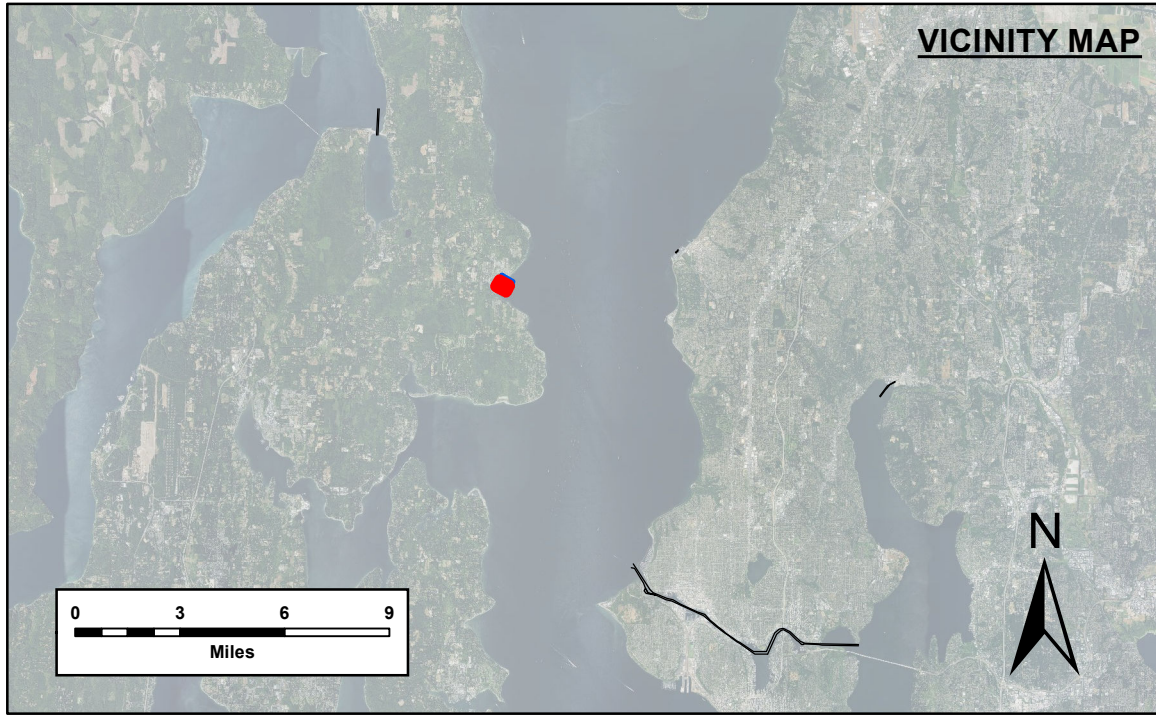
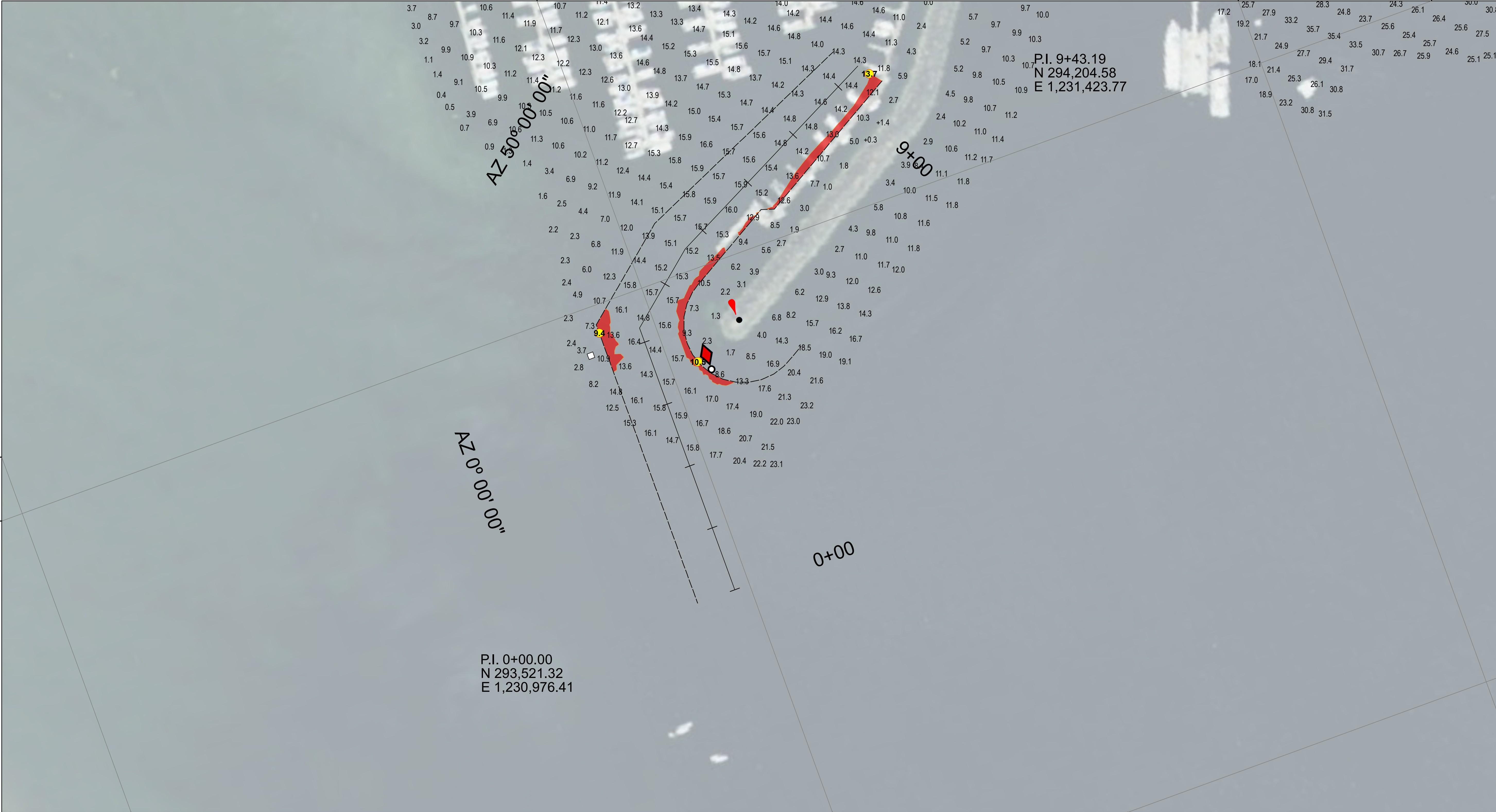


CAUTION: NOT INTENDED FOR NAVIGATIONAL OR RELATED PURPOSES.
The information on this map results from hydro surveys performed on the dates indicated. Although the U.S. Army Corps of Engineers strives to maintain accurate and precise maps, the information on this map may not be accurate, may not be current, and/or may be incomplete or containing omissions. It may be in error. The U.S. Army Corps of Engineers and its suppliers makes no warranties, express or implied, as to the accuracy of conditions depicted except as described above, including no warranties as to the usability or suitability for any particular purpose.

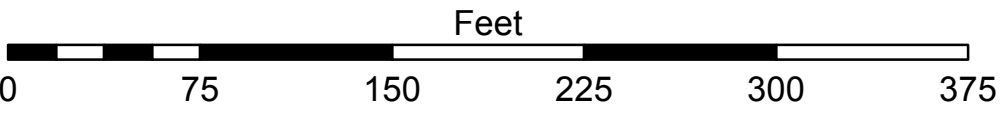
U.S. ARMY CORPS OF ENGINEERS SEATTLE DISTRICT	
Surveyed By: JJA	Plotted By: KM
Prepared: MICHAEL W. SUH PROJECT MANAGER, NAVIGATION SECTION	Checked By: NU
Submitted: JOHN A. HOKS CHIEF NAVIGATION SECTION	

**KINGSTON HARBOR
ENTRANCE
CHANNEL
D-1-14-333**

**Sheet
Number
1 of 2**

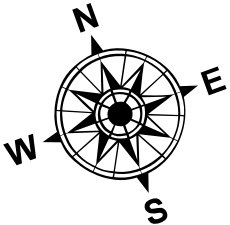


LEGEND			
	Federal Navigation Channel		Shoaling Above Project Depth
	Federal Navigation Center Line		Shoalest Sounding**
	Cable Submarine		Wrecks
	Cable Overhead		Obstructions
	Placement Area		Typical Lighted Buoy
	Beneficial Use Site		Typical Buoy
	Access Channel		Typical Light
	Staging Area		Typical Daymarks
	Barrow Area		



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

KI_01_KSH_20170614_CS_D_1_14_33



NOTES:
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1.5 x 1.5 individual beam,
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Survey Vessel, NWS 1-16-34

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Condition, 14 June 2017, 2017ki001

- NOTES:**
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U.S. ARMY CORPS OF ENGINEERS SEATTLE DISTRICT		
PREPARED: MICHAEL W. SUH PROJECT MANAGER, NAVIGATION SECTION	Surveyed By: JJA	
	Plotted By: KM	
SUBMITTED: JOHN A. HOKS CHIEF NAVIGATION SECTION	Checked By: NU	

**KINGSTON HARBOR
ENTRANCE
CHANNEL
D-1-14-333**

**Sheet
Number
2 of 2**