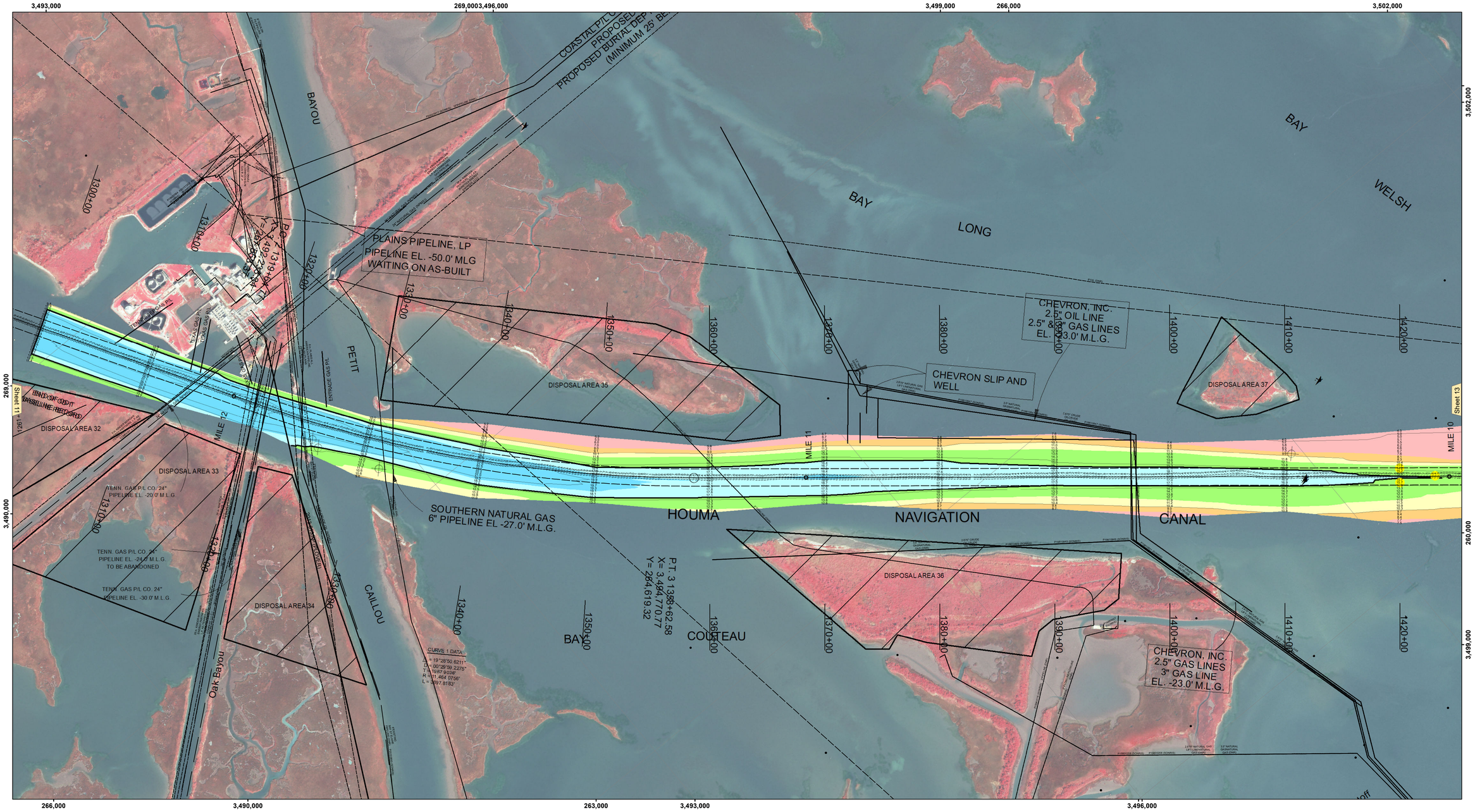
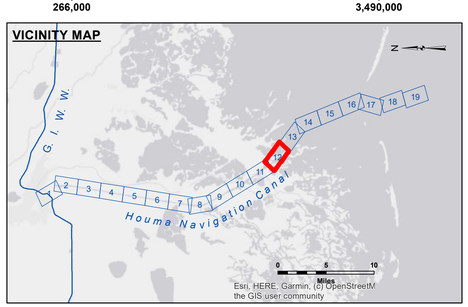


VICINITY MAP



LEGEND

- Federal Navigation Channel
- Federal Navigation Center Line
- As-built Pipeline/Cable
- Unconfirmed Pipeline/Cable
- Project Depth Contour
- Cable Area
- Placement Area
- Anchorage Area
- Obstruction Point
- Wrecks-Submerged
- 3 Fluff Thickness (feet)*
- Shoalest Sounding**
- Beacon, General
- Red Navigation Buoy
- Green Navigation Buoy
- -8' and above
- -8' to -10'
- -10' to -12'
- -12' to -16'
- -16' to -19'
- -19' and below

Gage Reading:	COCODRIE: 1.74 MLLW AVG
Sea Conditions:	CALM
Vessel Name:	OB-167
Survey Type:	CONDITION
Sounding Frequency***:	HI_LO

Feet: 0, 400, 800, 1,200, 1,600, 2,000

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 Datum (MLLW). Datum Relationships for 76305 as of September 2022:
0.0' NAVD88 (OPUS 2019) = 0.40' MLLW = 1.40' MLG

Distances on the Houma Nav. Canal are shown at 1 mile intervals.

The location of navigation aids are base on and provided by the U.S. Coast Guard and USACE survey crews.

2022 Aerial Photography data source: Optimal GEO, Inc. (1998 DOQQ Imagery in green)

Reference is N.O.A.A. Navigation Chart No. 11355.

* Difference between high and low frequency elevations where greater than 1.0'.
** 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 (20 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.

US Army Corps of Engineers
District: CEMVN

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The information depicted on this map represents the results of a survey conducted on the date indicated and can only be considered as represent the general conditions existing at that time.

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Data Constraints: Hydrographic survey data is subject to change due to natural and man-made influences such as storms, navigation activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers makes no representation as to the status of the hydrographical conditions which develop after the date of publication. This data is intended for U. S. Army Corps of Engineers internal use. Present versions should be used only using caution.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Submitted:

Recommended:
Chief, Survey Section

Approved:
Chief, Waterways Maintenance Section

Surveyed By: PM,DR
Plotted By: JH
Checked By: JH

HOUMA NAVIGATION CANAL
BAY CHANNEL
HN_12_BAY_20230914_CS
14 September 2023

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