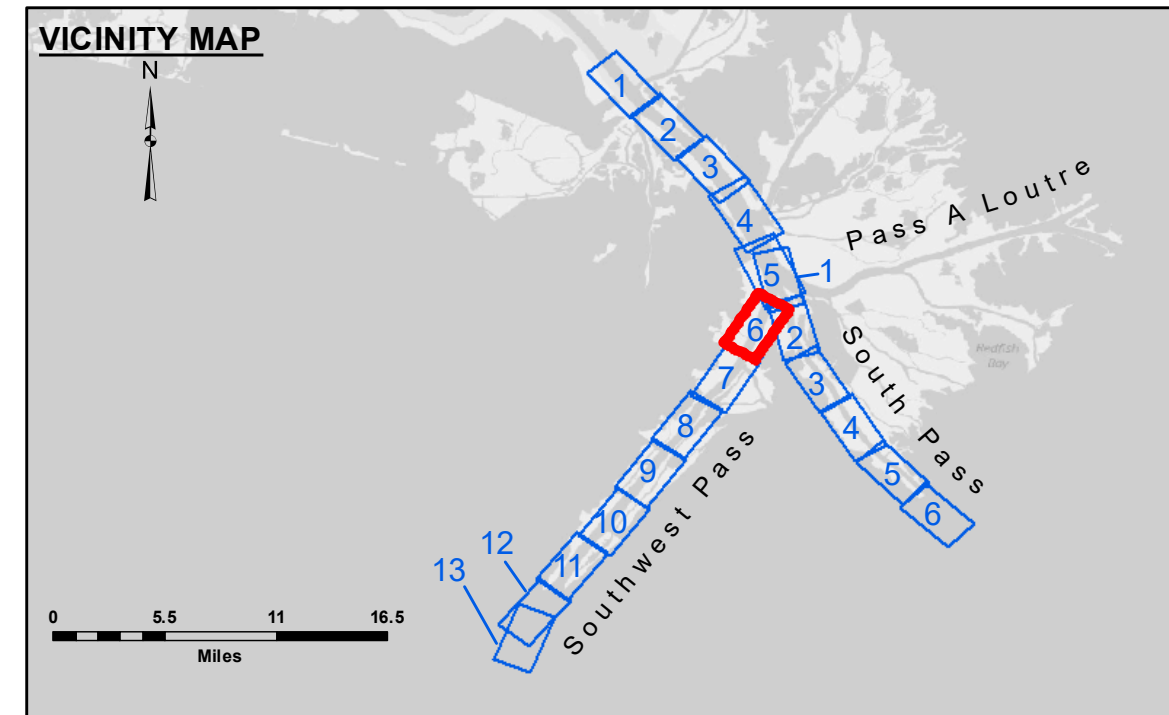
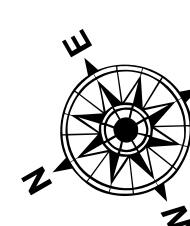


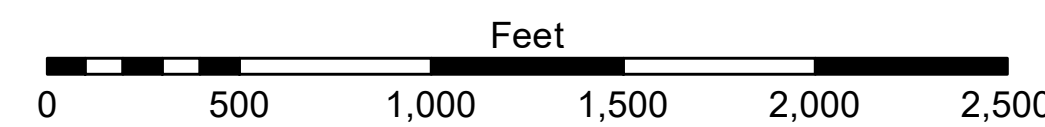
**DREDGE GLENN EDWARDS
DREDGING STATION 30+00 TO STATION 260+00
FULL CHANNEL WIDTH SHEETS 5 & 6**



LEGEND			
— Federal Navigation Channel	● Cable Area	□ Borrow Area	■ -10' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -10' to -20'
— As-built Pipeline/Cable	□ Anchorage Area	★ Beacon, General	■ -20' to -30'
⋯ Unconfirmed Pipeline/Cable	⊗ Obstruction Point	◆ Red Navigation Buoy	■ -30' to -40'
— Project Depth Contour	⚓ Wrecks-Submerged	◆ Green Navigation Buoy	■ -40' to -45'
			■ -45' to -50'
			■ -50' to -55'
			■ -55' and below



Gage Reading: 2.2 MLLW @ H.O.P. (01545 OD) @ 0910
 Sea Conditions: CALM, FLUFF
 Vessel Name: BLANCHARD
 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 01545 as of March 2020: 0.0' NAVD83, 2009.55 = -0.32' MLLW = 3.18' 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.
 2022 Aerial Photography data source: Optimal GEO (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.



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 Data Constants: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to dredging operations, channel shifts, and changes in bottom conditions. The US Army Corps of Engineers accepts no responsibility for changes in the hydrographic conditions which develop after the date of the survey. The information depicted on the map represents the results of a survey conducted at the time the data was collected. It is considered to represent the general condition existing at that time.
 Access: Contractors: 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 provided, or implied concerning the accuracy, completeness, reliability, usability, or suitability for any particular purpose of the recipient. The recipient shall indemnify, defend, and hold the United States Government harmless from and against all claims, damages, and expenses, including reasonable attorneys' fees, which may be asserted against or incurred by the United States Government or its employees, agents, or contractors in connection with the use of these data. These data are being released in accordance with the provisions of the Executive Order on the protection of geospatial information. The recipient may not transfer these data to others without also transferring this Disclaimer. The information depicted on the map represents the results of a survey conducted at the time the data was collected. It is considered to represent the general condition existing at that time.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT	
Submitted:	Surveyed By: JTB & DBD
Recommended:	Plotted By: TSS
Approved:	Checked By: MSK
	Chief, Survey Section
	Chief, Waterways Maintenance Section

**MISSISSIPPI RIVER - B.R. TO GULF
SOUTHWEST PASS - SHEET 6
SW_06_SWP_20240606_CS
06 June 2024**

**Sheet Reference Number
6 of 13**