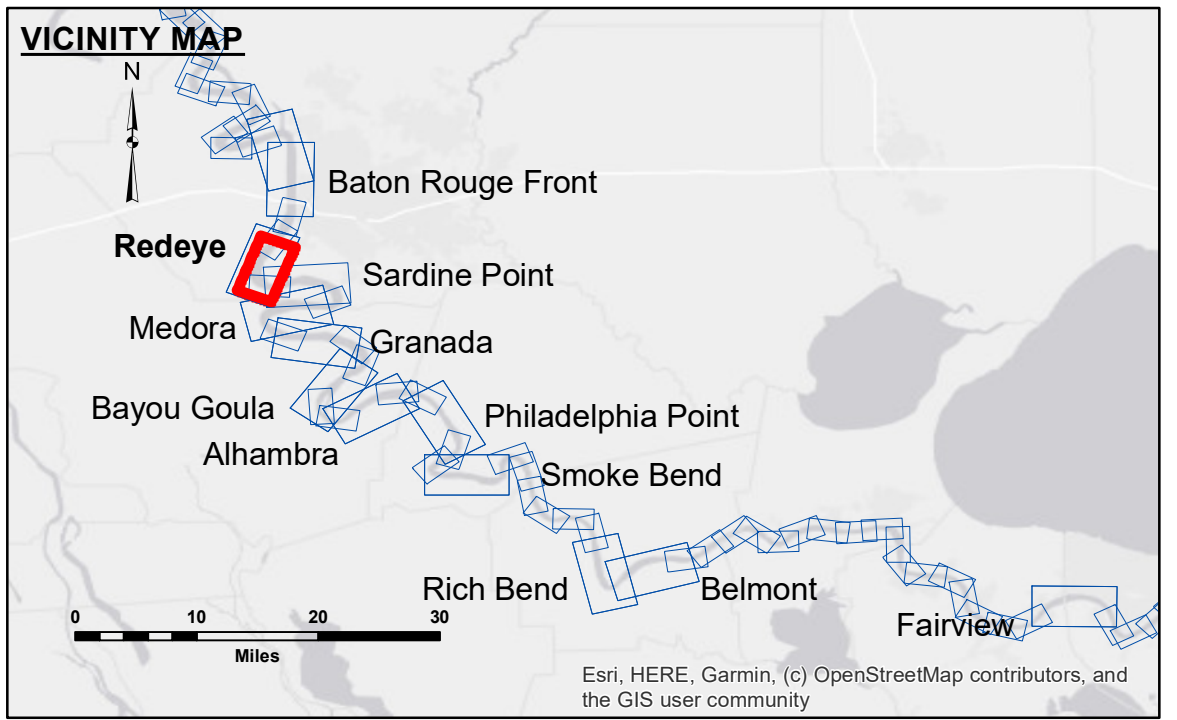
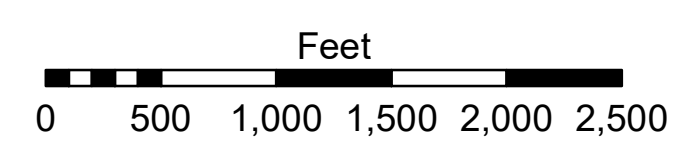
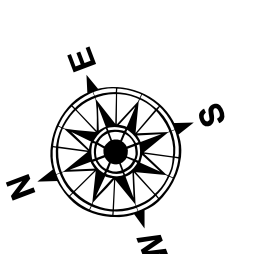


DIKE NO.	CONSTRUCTED DIKE ELEVATION
1	-5 NGVD OR -7.6 LWRP
2	-5 NGVD OR -7.6 LWRP
3	0 NGVD
4	OR -2.6 LWRP 0 NGVD
5	OR -2.6 LWRP 0 NGVD
6	OR -2.6 LWRP 0 NGVD



LEGEND	
--- Federal Navigation Channel	● Cable Area
— Federal Navigation Center Line	■ Placement Area
— As-built Pipeline/Cable	□ Anchorage Area
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point
— Project Depth Contour	✈ Wrecks-Submerged
□ Borrow Area	★ Beacon, General
● Shoalest Sounding**	◆ Red Navigation Buoy
★ Beacon, General	◆ Green Navigation Buoy
◆ Red Navigation Buoy	■ 0' and above
◆ Green Navigation Buoy	■ 0' to -5'
	■ -5' to -10'
	■ -10' to -20'
	■ -20' to -30'
	■ -30' to -35'
	■ -35' to -40'
	■ -40' to 45'
	■ -45' and below



LWRP: 2.4  
 Gage Reading: BR:11.8D:7.1 USED:11.4 NAVD  
 Sea Conditions: SMOOTH  
 Vessel Name: LAFORCHE  
 Survey Type: AD  
 Sounding Frequency\*\*\*: HIGH

**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 Low Water Reference Plane 2007 (NAVD).  
 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 and USACE crew.  
 2015 Aerial Photography data source: NAIP, USDA-FSA-APFO Aerial Photography Field Office.  
 Reference is N.O.A. Navigation Chart No. 11370.  
 \*\* 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.



**DISTRIBUTION LIABILITY:** The data represents the results of data collection/processing for a specific US Army Corps of Engineers project. It is only valid for its intended use, content, time and accuracy specifications. The user is responsible for the results of the application of the data for other than its intended purpose.  
 Data Constants: Hydrographic survey data is subject to change rapidly due to several factors including but not limited to changing hydrological conditions when developed after the date of the survey. The US Army Corps of Engineers accepts no responsibility for changes in the hydrological conditions when developed after the date of the survey. Product maintainers should not rely solely upon this information for navigation purposes.  
 Access Constraints: 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 collected, expressed, or implied concerning the accuracy, completeness, reliability, usability or suitability, for any particular purpose of the recipient. The recipient understands that the data are provided under no liability whatsoever to any person by reason of any use made thereof. These data belong to the Government. Therefore the recipient may not transfer, disseminate, or otherwise use these data to others without also transferring this Disclaimer. The information depicted on this map represents the results of a survey conducted on or about the date shown. It is considered to represent the general condition existing at that time.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT		
Submitted:	Surveyed By: DIS/SIS	Plotted By: AO
Recommended:	Chief, Survey Section	Checked By: AO
Approved:	Chief, Waterways Maintenance Section	

**MISSISSIPPI RIVER - B.R. TO GULF  
 REDEYE CROSSING  
 MD\_04\_RED\_20201118\_AD  
 18 November 2020**

**Sheet  
 Reference  
 Number  
 4 of 97**

Revision Number:  
 4.1-20191115