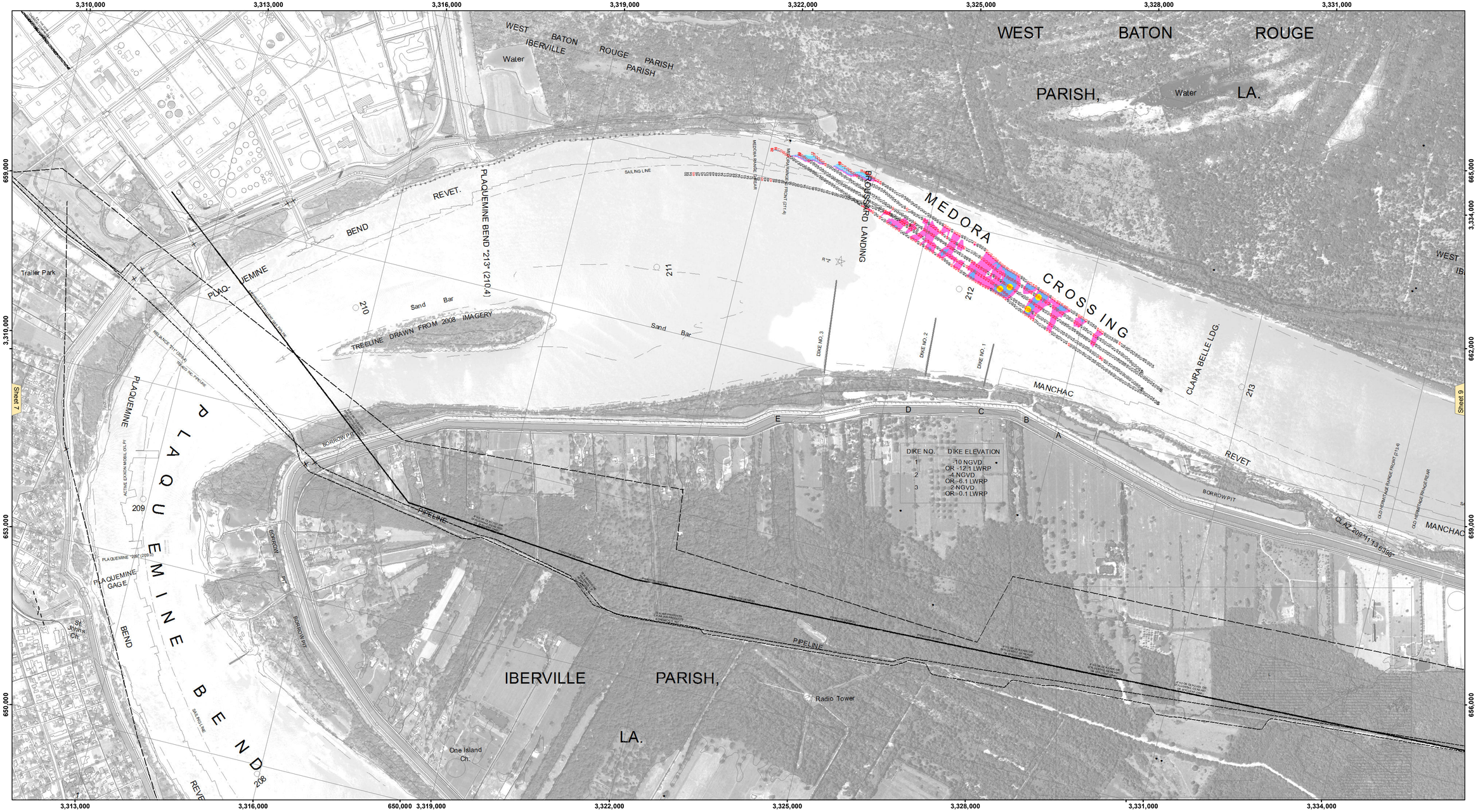
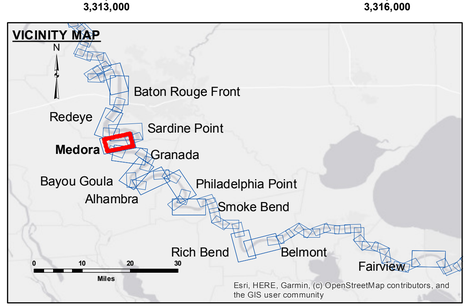


DIKE NO.	DIKE ELEVATION
1	-10 NGVD OR -12.1 LWRP
2	-4 NGVD OR -6.1 LWRP
3	-2 NGVD OR -0.1 LWRP



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
- Borrow Area
- Shoalest Sounding**
- Beacon, General
- Red Navigation Buoy
- Green Navigation Buoy
- 0' and above
- 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:	2.1
Gage Reading:	BR:30.8 D:20.7 USED:27.70 NAVD
Sea Conditions:	CALM
Vessel Name:	M/V VALENTOUR
Survey Type:	CONDITION
Sounding Frequency***:	HIGH

N W E S

Feet
0 500 1,000 1,500 2,000 2,500

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.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.

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 to represent the general conditions existing at that time.

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Data Constraints: Hydrographic survey data is subject to change due to dynamic conditions inherent in the waterway including tidal activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers accepts no responsibility for changes in the waterway that occur after the survey date shown on this publication. This data is intended for U. S. Army Corps of Engineers internal use. Private business should not rely upon it.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

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Plotted By:	BD
Checked By:	AO

Submitted:
Recommended: Chief, Survey Section
Approved: Chief, Waterways Maintenance Section

MISSISSIPPI RIVER - B.R. TO GULF
MEDORA CROSSING
MD_08_MED_20220421_CS
21 April 2022

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