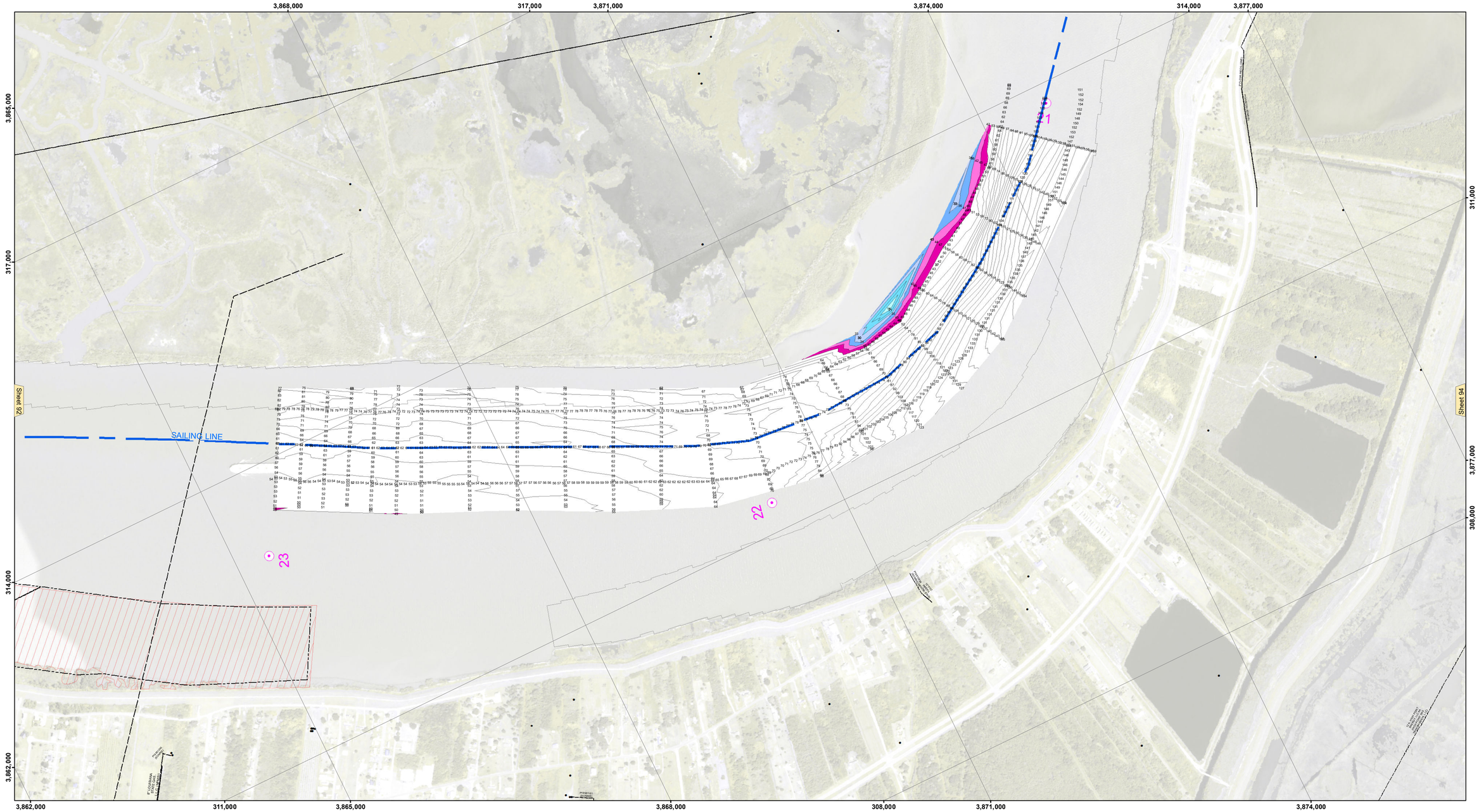

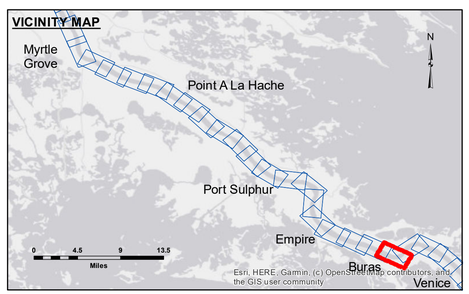

LEGEND

- 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
- Shoaling 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' to 50'
- -50' and below

LWRP:	N/A
Gage Reading:	0.7 NAVD88 @ 1130
Sea Conditions:	CALM
Vessel Name:	TOBIN
Survey Type:	CONDITION, SB
Sounding Frequency***:	LOW

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.

2010 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

DISCLAIMER
Access Constraints: The United States Government furnishes these data and the US Government assumes no liability for their use by persons or entities other than those with the express permission of the US Government. The data are provided "as is" without warranty of any kind, either expressed or implied concerning the accuracy, completeness, reliability, or suitability of the information for any particular purpose. The United States shall be under no liability whatsoever to any person by reason of any use made thereof. The United States does not warrant that the information will be free of errors or omissions. The recipient fully agrees not to represent these data to anyone as other than the best available information of the United States. Any derivative products derived from these data to others without also transferring this Disclaimer.

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

Distribution Liability: The data represents the results of data collected by the U.S. Army Corps of Engineers for navigation activity and indicates the general existing conditions. As such it is only valid for its intended use, content, time and accuracy. The U.S. Army Corps of Engineers accepts no responsibility for any of any the application of the data for other than its intended purpose.

Data Constraints: Hydrographic survey data is subject to change due to dynamic conditions inherent in navigation and natural shoaling activity and natural shoaling and scouring processes. The U. S. Army Corps of Engineers accepts no responsibility for changes in the data that occur after the survey date indicated on this publication. This data is intended by U. S. Army Corps of Engineers' internal use. Please interpret accordingly and fully upon it.

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

Surveyed By:	JJC & RCC
Plotted By:	TSS
Checked By:	NSK

Submitted: _____
Chief, Survey Section

Recommended: _____
Chief, Waterways Maintenance Section

Approved: _____

MISSISSIPPI RIVER - B.R. TO GULF
BOLIVAR POINT
MD_93_BVP_20241230_CS
30 December 2024

Sheet Reference Number
93 **of** 97

Revison Number:
4.2-20200420