

The DAPR contains detailed discussion of the steps followed when acquiring and processing the 2010 survey data including the surface creation and finalizing processes. See *Appendix V* for correspondence regarding selection of single-beam surface resolution.

C. Vertical And Horizontal Control

The vertical control datum of this project is mean lower low water (MLLW). The horizontal control datum is the North American Datum of 1983 (NAD83). All soundings are therefore corrected to MLLW, and all positions are on NAD83. Fieldsheets were projected into UTM Zone 3 North.

Sounding data were tide corrected using final MLLW to NAD83 ellipsoid separation values. A separation model was developed by JOA that utilized the GPS to MLLW datum separations computed at installed tide stations at Quinhagak, AK (946-5831) and Popokamute, AK (946-6057) and new stations at Bethel, AK (946-6477), Lomavik Slough, AK (946-6328) and Helmick Point, AK (946-6153). Short duration tide gauges were installed at the project RTK sites and their separation values computed and utilized in the model as well. The separation model, which is included with the project CARIS deliverables, was applied using CARIS HIPS' "Compute GPSTide" routine to all lines. The separation model's filename is "JOA_Final_MLLW_Sep_Model_20101206.txt". MLLW to NAD83 ellipsoid separations in this sheet ranged from 11.008 m to 11.881 m.

Tide zones were not provided by NOAA for this project. JOA computed tide zones and provided verified, smoothed tides for project but these were not used on the final data. They were used for comparison purposes only.

Preliminary positions were determined using Real Time Kinematic (RTK) GPS. NAD83-based position corrections were broadcast from project base stations. The base stations also logged dual frequency GPS data at a 1 Hz interval which was periodically downloaded and used to post-process the positions.

Final positions were post-processed in Applanix POSPac, which utilized inertial and dual frequency GPS data logged continuously on the survey vessels along with the base station data to produce a post-processed kinematic (PPK) smoothed best estimate of trajectory (SBET) file. PPK SBETs were loaded into all survey lines without exception. This replaced all RTK navigation and GPS heights with the PPK solution.

Refer to the project DAPR for more information regarding PPK processing methods. Refer to the project HVCR for details regarding specific base stations, base station confidence checks, and derivation of the MLLW separation model.