

GAGE DESCRIPTION	VERTICAL DATUM	CONVERSION TO MLG
MISS. RIVER @ IHNC LOCK DCP# 01340	NAVD83 (2011.85)	ADD (+) 1.85

TABLE OF COORDINATES APPROX LIMITS OF WORK		
POINT	X	Y
1	3694672.343	531637.537
2	3694803.259	531710.755
3	3694156.467	532867.245
4	3694063.970	533616.601
5	3694289.163	534448.693
6	3694300.250	534566.222
7	3694326.374	534662.749
8	3694254.673	534684.907
9	3693974.131	533724.857
10	3693874.386	533356.299
11	3693920.635	532981.621
12	3694737.801	531674.146
13	3694113.710	532790.045
14	3694008.465	533631.623
15	3694290.871	534675.111

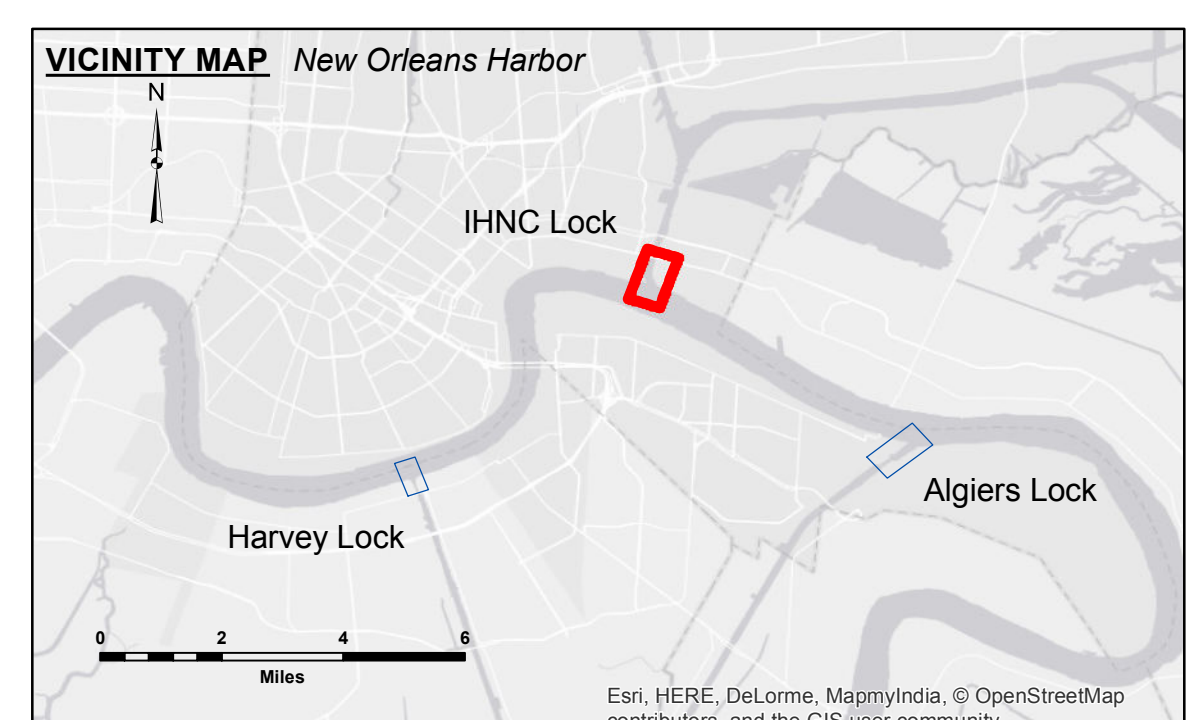
CURVE DATA	
CURVE 1 DATA	
EAST EDGE OF CUT	
DELTA:	44° 21' 37.84"
DEGREE OF CURVE:	5° 43' 46.48"
TANGENT:	407.69'
LENGTH OF CURVE:	774.24'
RADIUS:	1000'
CURVE 2 DATA	
C/L	
DELTA:	44° 21' 37.84"
DEGREE OF CURVE:	5° 07' 14.77"
TANGENT:	456.16'
LENGTH OF CURVE:	866.29'
RADIUS:	1118.89'
CURVE 3 DATA	
WEST EDGE OF CUT	
DELTA:	44° 21' 38.05"
DEGREE OF CURVE:	11° 27' 32.96"
TANGENT:	203.85'
LENGTH OF CURVE:	387.12'
RADIUS:	500'



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. 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 hydrographic conditions which develop after the time of the survey. The US Army Corps of Engineers accepts no responsibility for changes in the hydrographic conditions which develop after the time of the survey. The information depicted on this map represents the results of a survey conducted under the general condition existing at that time. The information is provided for informational purposes only and is not intended to be used for any purpose other than that for which it was collected. The user is responsible for the results of any use of the data for other than its intended purpose. The user is responsible for the results of any use of the data for other than its intended purpose. The user is responsible for the results of any use of the data for other than its intended purpose.

U.S. ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT		
Submitted:	Surveyed By: DR, JA	Plotted By: BTJ
Recommended:	Checked By: RM	Checked By: RM
Approved:		

MISSISSIPPI RIVER DEEP-DRAFT LOCKS
I.H.N.C. LOCK FOREBAY
LK_02_IHNC_20160322
22 March 2016



LEGEND			
--- Federal Navigation Channel	○ Cable Area	□ Placement Area	■ -12' and above
— Federal Navigation Center Line	□ Placement Area	● Shoalest Sounding**	■ -12' to -20'
— As-built Pipeline/Cable	□ Anchorage Area	★ Beacon, General	■ -20' to -25'
..... Unconfirmed Pipeline/Cable	✕ Obstruction Point	◆ Red Navigation Buoy	■ -25' to -32'
— Project Depth Contour	✕ Wrecks-Submerged	◆ Green Navigation Buoy	■ -32' to -36'
			■ -36' and below

LWRP: N/A
Gage Reading: IHNC LOCK FB: 14.50 MLG
Sea Conditions: CALM
Vessel Name: OB-167
Survey Crew: DR, JA
Survey Type: CONDITION
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 Mean Low Gulf (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 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.

Sheet Reference Number
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