GENERAL NOTES


2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NAVIGATING FROM A NAVIGABLE WATER BODY TO THE PROJECT AREA. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR NAVIGATING WITHIN THE LIMITS OF THE COMMISSION’S REGULATIONS, AMENDMENTS, AND ADDENDUMS. ANY ERRORS IN NAVIGATION OR EXCEEDING THE LIMITS OF THE REGULATIONS, AMENDMENTS, AND ADDENDUMS. ANY ERRORS IN NAVIGATION OR EXCEEDING THE LIMITS OF THE REGULATIONS, AMENDMENTS, AND ADDENDUMS.

3. ALL EQUIPMENT SHALL BE FLOATING AT ALL TIMES DURING THE TRANSIT TO AND FROM THE PROJECT SITE.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING PIPELINE AND UTILITY OPERATORS 5 WORKING DAYS PRIOR TO MOVING EQUIPMENT TO AND FROM THE SITE. NEW MACHINERY OR UTENSILS UTILIZED SHALL BE MARKED WITH A CERTIFICATE OF INSPECTION ON THE CENTRAL EDTORIAL ALLOMET OF ACCESS LOCATIONS. ALL ACCESS LOCATIONS, INCLUDING EXISTING ACCESS LOCATIONS, SHALL BE MARKED WITH A CERTIFICATE OF INSPECTION.

5. THE CONTRACTOR SHALL CONTACT MR. HAROLD WISNER OF DEEP 5 AT LEAST FIVE (5) WORKING DAYS PRIOR TO ACCESSING THE SITE TO OBTAIN PERMISSION TO ACCESS THE SITE. MR. WISNER CAN BE REACHED AT (504) 522-7466.

6. THE CONTRACTOR SHALL CONTACT MR. RANDY MOORE AT LEAST FIVE (5) WORKING DAYS PRIOR TO ACCESSING THE PROJECT SITE. MR. MOORE CAN BE REACHED AT HIS OFFICE AT (504) 332-6368 OR ON HIS CELL PHONE AT (504) 850-3230.

7. THE CONTRACTOR SHALL CONTACT MR. MIKE WHEATON JR. AT LEAST FIVE (5) WORKING DAYS PRIOR TO ACCESSING THE PROJECT SITE. MR. WHEATON CAN BE REACHED AT HIS HOME AT (225) 625-4011 OR ON HIS CELL PHONE AT (225) 915-6507.

8. THE CONTRACTOR SHALL CONTACT MR. MERCER HAYES AT LEAST FIVE (5) WORKING DAYS PRIOR TO ACCESSING THE PROJECT SITE. MR. HAYES CAN BE REACHED AT (504) 795-9415.

9. THE WORK HAS BEEN DEDICATED TO LAFOURCHE PARISH AND MAY BE UTILIZED THROUGH OUT CONSTRUCTION.

10. PLANS AND BID DOCUMENTS ARE COMPLEMENTARY. WHAT IS REQUIRED IN ONE IS AS BINDING AS REQUIRED BY ALL CLARIFICATIONS AND INTERPRETATIONS OR OF MODIFICATIONS OR ADDENDUMS TO THE CONTRACT DOCUMENTS, WILL BE ISSUED BY THE ENGINEER.

11. ELEVATIONS SHOWN ON PLANS ARE BASED ON SURVEYS PERFORMED BETWEEN 11/22/02 AND 12/7/2003 BY J. BADER SMITH AND SON FOR USE IN THE BID.

12. THE ROCK ALIGNMENT AND MARSH CREATION AREA MAY BE REVIEWED BY THE ENGINEER AT THE TIME OF CONSTRUCTION TO REFLECT CHANGES IN FIELD CONDITIONS.

13. INITIAL PLACEMENT OF THE TEMPORARY NAVIGATION SIGNS SHALL BE 100’ OUTSIDE OF THE SPOT PLACEMENT. TEMPORARY NAVIGATION SIGNS AND PLACARDS SHALL BE REMOVED PRIOR TO DECOMMISSIONING. PLACARDS SHALL BE REMOVED PRIOR TO DECOMMISSIONING. DECOMMISSIONING ARE APPROVED BY THE ENGINEER. SEE SHEET 19 FOR PERMANENT NAVIGATION SIGNS.

14. ANY DAMAGE TO EXISTING U.S. COAST GUARD NAVIGATION AIDS OR PRIVATE NAVIGATION AIDS SHALL BE REPAIRED BY THE CONTRACTOR TO U.S. COAST GUARD STANDARDS AT THE EXPENSE OF THE CONTRACTOR.

15. ESTIMATED ROCK QUANTITIES SHOWN ARE FOR BIDDING PURPOSES ONLY AND WERE DETERMINED ACCORDING TO CONDITIONS SURVEYED FROM 11/22/02 TO 12/7/2003. DREDGE QUANTITIES WERE CALCULATED USING THE END AREA METHOD OF SECTION 10.0, THE JOHNSON METHOD OF SECTION 11.0, AND THE JONES & JENNIFER METHOD OF SECTION 12.0, WHICH WERE TAKEN ON 10-11-02 AND 11-11-02. BOTH METHODS ARE SHOWN ON SHEETS 1-1 THROUGH 11-11. BOTH METHODS ARE SHOWN ON SHEETS 1-1 THROUGH 11-11. THIS WILL ALLOW THE CONTRACTOR TO DETERMINE THE TOTAL QUANTITY.


17. MATERIAL STAKED OUT AND ADDED TO ACCESS CHANNELS SHALL BE DEPOSITED IN AREAS SHOWN ON THE PLANS AND PLACED SUCH THAT IT IS READILY AVAILABLE TO BE USED TO BACK FILL FLOODZATION AND ACCESS CHANNELS. Material dredged from floodzation and access channels shall be back filled into floodzation and access channels only material dredged from floodzation and access channels shall be back filled into floodzation and access channels.

18. MEAN HIGH WATER (MHW) AND MEAN LOW WATER (MLW) WERE CALCULATED FROM THE USGS NAD 88 DATUM AND THE USGS COASTAL DATA CENTER IN LITTLE LAKE. DATA FROM 1/31/1994 TO 12/21/2002 WAS USED. ELEVATIONS ARE REFERENCED TO NAVD 88, US FOOT.

THE CONTRACTOR SHALL PERFORM A METEOROLOGICAL SURVEY OF THE ACCESS, FLOODZATION, AND BORDO AREAS. DETAILED SURVEYS OF THE ACCESS, FLOODZATION, AND BORDO AREAS WILL BE MADE TO THE NAVIGATION HITS, BETWEEN THE LIMITS OF THE CONTRACTOR’S RESPONSIBILITY TO MAINTAIN THE CENTRAL EDTORIAL ALLOMET OF ACCESS LOCATIONS. ALL ACCESS LOCATIONS, INCLUDING EXISTING ACCESS LOCATIONS, SHALL BE MARKED WITH A CERTIFICATE OF INSPECTION. THE NAVIGATION HITS SHALL BE MARKED WITH A CERTIFICATE OF INSPECTION. THE NAVIGATION HITS SHALL BE MARKED WITH A CERTIFICATE OF INSPECTION. THE NAVIGATION HITS SHALL BE MARKED WITH A CERTIFICATE OF INSPECTION.
AB BUILT PLANS

LOUISIANA DEPARTMENT OF NATURAL RESOURCES
COASTAL ENGINEERING DIVISION
447 NORTH 1ST STREET
BATON ROUGE, LOUISIANA 70802

LITTLE LAKE SHORELINE PROTECTION
AND MARSH CREATION

STATE PROJECT NUMBER: BA-37
FEDERAL PROJECT NUMBER: BA-37

APPROVED BY: LUCY L. BASKIN, P.E.
DATE: FEBRUARY 2005

ABBREVIATIONS
BR = BRITISH PETROLEUM
ED = EDWIN D. HOPKINS PIPELINE COMPANY
FP = FISHER PETROLEUM COMPANY
CPC = CHEMICAL PIPELINE COMPANY
IG = INLAND GAS PIPELINE COMPANY
CP = CENTER POINT PIPELINE COMPANY
TEG = TENNESSEE GAS PIPELINE COMPANY
TEX = TEXAS EASTERN TRANSMISSION CORP.
SN = SOUTHERN NATURAL GAS COMPANY

NOTE:
1. PIPELINE LOCATIONS ARE APPROXIMATIONS. THE OWNER IS NOT LIABLE FOR EXACT LOCATIONS.
2. PIPELINES LOCATED OUTSIDE THE PROBABLE ACCESS ROUTES ARE NOT LABELED FOR CLARITY.
3. ALL PIPELINES WITHIN 100' OF THE ROCK ALIGNMENT FLOATATION CHANNELS ACCESS CHANNELS OR BORROW AREA WILL BE PROBED AND THEIR LOCATIONS APPLICABLE.
4. PIPELINE LOCATIONS IN SUPERFICIAL DIFFERENT TRACER SURVEYING AND PROBING PERFORMED BY T. BAKER SMITH INC. FOR BRITISH PETROLEUM IN 2003.
5. THE LOCATION OF THE TWO PIPELINES NEARLY EAST OR THE BORROW AREA ARE BASED ON A MAGNETOMETER SURVEY PERFORMED BY T. BAKER SMITH INC. ON 12/07/03. RESULTS OF MAGNETOMETER SURVEY AVAILABLE UPON WRITTEN REQUEST.
6. PIPELINE LOCATIONS, EXCEPT THOSE IDENTIFIED IN NOTES 4 AND 5, ARE BASED ON THE FOLLOWING DATA SOURCES: LOUISIANA GEOLOGICAL SURVEY AND NATIONAL HYDROLOGY MAPPING SYSTEM.

AB BUILT PLANS

LITTLE LAKE SHORELINE PROTECTION
AND MARSH CREATION

STATE PROJECT NUMBER: BA-37
FEDERAL PROJECT NUMBER: BA-37

APPROVED BY: LUCY L. BASKIN, P.E.
DATE: FEBRUARY 2005

ABBREVIATIONS
BR = BRITISH PETROLEUM
ED = EDWIN D. HOPKINS PIPELINE COMPANY
FP = FISHER PETROLEUM COMPANY
CPC = CHEMICAL PIPELINE COMPANY
IG = INLAND GAS PIPELINE COMPANY
CP = CENTER POINT PIPELINE COMPANY
TEG = TENNESSEE GAS PIPELINE COMPANY
TEX = TEXAS EASTERN TRANSMISSION CORP.
SN = SOUTHERN NATURAL GAS COMPANY

NOTE:
1. PIPELINE LOCATIONS ARE APPROXIMATIONS. THE OWNER IS NOT LIABLE FOR EXACT LOCATIONS.
2. PIPELINES LOCATED OUTSIDE THE PROBABLE ACCESS ROUTES ARE NOT LABELED FOR CLARITY.
3. ALL PIPELINES WITHIN 100' OF THE ROCK ALIGNMENT FLOATATION CHANNELS ACCESS CHANNELS OR BORROW AREA WILL BE PROBED AND THEIR LOCATIONS APPLICABLE.
4. PIPELINE LOCATIONS IN SUPERFICIAL DIFFERENT TRACER SURVEYING AND PROBING PERFORMED BY T. BAKER SMITH INC. FOR BRITISH PETROLEUM IN 2003.
5. THE LOCATION OF THE TWO PIPELINES NEARLY EAST OR THE BORROW AREA ARE BASED ON A MAGNETOMETER SURVEY PERFORMED BY T. BAKER SMITH INC. ON 12/07/03. RESULTS OF MAGNETOMETER SURVEY AVAILABLE UPON WRITTEN REQUEST.
6. PIPELINE LOCATIONS, EXCEPT THOSE IDENTIFIED IN NOTES 4 AND 5, ARE BASED ON THE FOLLOWING DATA SOURCES: LOUISIANA GEOLOGICAL SURVEY AND NATIONAL HYDROLOGY MAPPING SYSTEM.
<table>
<thead>
<tr>
<th>Point</th>
<th>Northing (Feet)</th>
<th>Easting (Feet)</th>
<th>Northing (Feet)</th>
<th>Easting (Feet)</th>
<th>Northing (Feet)</th>
<th>Easting (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A, 11</td>
<td>356,402.27</td>
<td>3,643,090.91</td>
<td>2A, 11</td>
<td>356,405.76</td>
<td>3,644,951.53</td>
<td>2A, 12</td>
</tr>
<tr>
<td>1A, 12</td>
<td>355,902.30</td>
<td>3,643,106.55</td>
<td>2A, 12</td>
<td>356,407.63</td>
<td>3,644,522.82</td>
<td>2A, 13</td>
</tr>
<tr>
<td>1A, 13</td>
<td>354,902.37</td>
<td>3,643,137.83</td>
<td>2A, 13</td>
<td>356,409.87</td>
<td>3,644,438.46</td>
<td>2A, 14</td>
</tr>
<tr>
<td>1A, 14</td>
<td>353,902.45</td>
<td>3,643,152.48</td>
<td>2A, 14</td>
<td>356,410.97</td>
<td>3,644,456.89</td>
<td>2A, 15</td>
</tr>
<tr>
<td>1A, 15</td>
<td>352,902.52</td>
<td>3,643,151.92</td>
<td>2A, 15</td>
<td>356,410.98</td>
<td>3,644,431.10</td>
<td>2A, 16</td>
</tr>
<tr>
<td>1A, 16</td>
<td>351,902.59</td>
<td>3,643,251.69</td>
<td>2A, 16</td>
<td>356,408.15</td>
<td>3,644,174.67</td>
<td>2A, 17</td>
</tr>
<tr>
<td>1A, 17</td>
<td>350,902.66</td>
<td>3,643,261.97</td>
<td>2A, 17</td>
<td>356,405.86</td>
<td>3,643,278.52</td>
<td>2A, 18</td>
</tr>
<tr>
<td>1A, 18</td>
<td>350,402.37</td>
<td>3,643,081.06</td>
<td>2A, 18</td>
<td>356,398.09</td>
<td>3,642,959.15</td>
<td>2A, 19</td>
</tr>
<tr>
<td>1A, 19</td>
<td>350,394.89</td>
<td>3,642,621.97</td>
<td>2A, 19</td>
<td>356,394.89</td>
<td>3,642,543.54</td>
<td>2A, 20</td>
</tr>
<tr>
<td>1A, 21</td>
<td>350,383.33</td>
<td>3,642,158.25</td>
<td>2A, 21</td>
<td>356,380.38</td>
<td>3,642,149.98</td>
<td>2A, 22</td>
</tr>
<tr>
<td>1A, 25</td>
<td>350,402.37</td>
<td>3,643,081.06</td>
<td>2A, 25</td>
<td>356,402.37</td>
<td>3,643,081.06</td>
<td>2A, 26</td>
</tr>
</tbody>
</table>

**Notes:**
1. The Contractor shall install a minimum of four stakes per cell.
2. Additional stakes may be installed at no cost to the owner.
3. All coordinates referenced to the North American Datum of 1863 (NAD 83) Louisiana South Zone U.S. Survey feet.
SHORELINE PROTECTION CENTERLINE COORDINATES

<table>
<thead>
<tr>
<th>Rock Seg</th>
<th>Point Location</th>
<th>Northing (Feet)</th>
<th>Easting (Feet)</th>
<th>MULDINE LEVEL AT CENTERLINE</th>
<th>Estimated Approx. Length</th>
<th>Quantity (Tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Beginning</td>
<td>305,539.04</td>
<td>3,035,507,86</td>
<td>-2.96</td>
<td>212.9</td>
<td>9,296</td>
</tr>
<tr>
<td></td>
<td>P1</td>
<td>305,523.63</td>
<td>3,035,827.04</td>
<td>-2.02</td>
<td>229.4</td>
<td>6,511</td>
</tr>
<tr>
<td></td>
<td>P2</td>
<td>305,513.53</td>
<td>3,035,445.13</td>
<td>-2.34</td>
<td>464.3</td>
<td>5,651</td>
</tr>
<tr>
<td>2</td>
<td>Beginning</td>
<td>305,330.57</td>
<td>3,036,452.03</td>
<td>-2.35</td>
<td>398.4</td>
<td>216</td>
</tr>
<tr>
<td></td>
<td>P1</td>
<td>305,305.60</td>
<td>3,036,326.78</td>
<td>-2.00</td>
<td>327.5</td>
<td>342</td>
</tr>
<tr>
<td></td>
<td>P2</td>
<td>305,202.89</td>
<td>3,036,474.61</td>
<td>-2.05</td>
<td>339.1</td>
<td>5,990</td>
</tr>
<tr>
<td></td>
<td>P3</td>
<td>305,202.73</td>
<td>3,036,556.05</td>
<td>-2.07</td>
<td>324.7</td>
<td>204</td>
</tr>
<tr>
<td>3</td>
<td>Beginning</td>
<td>305,201.35</td>
<td>3,036,810.42</td>
<td>-2.06</td>
<td>324.7</td>
<td>321</td>
</tr>
<tr>
<td></td>
<td>P1</td>
<td>305,232.97</td>
<td>3,036,559.50</td>
<td>-0.87</td>
<td>851.9</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P2</td>
<td>305,334.69</td>
<td>3,036,489.24</td>
<td>-1.14</td>
<td>851.9</td>
<td>174</td>
</tr>
<tr>
<td></td>
<td>P3</td>
<td>305,401.98</td>
<td>3,036,842.70</td>
<td>-1.36</td>
<td>342.1</td>
<td>8,018</td>
</tr>
<tr>
<td></td>
<td>P4</td>
<td>305,400.84</td>
<td>3,036,453.55</td>
<td>-1.96</td>
<td>342.1</td>
<td>6,018</td>
</tr>
<tr>
<td></td>
<td>P5</td>
<td>305,343.83</td>
<td>3,036,504.79</td>
<td>-1.94</td>
<td>342.1</td>
<td>211</td>
</tr>
<tr>
<td></td>
<td>P6</td>
<td>305,475.71</td>
<td>3,036,452.63</td>
<td>-0.87</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P7</td>
<td>305,610.12</td>
<td>3,036,405.12</td>
<td>-2.04</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P8</td>
<td>305,520.70</td>
<td>3,036,469.66</td>
<td>-2.32</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P9</td>
<td>305,631.36</td>
<td>3,036,453.07</td>
<td>-0.12</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P10</td>
<td>305,612.22</td>
<td>3,036,350.12</td>
<td>-1.27</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P11</td>
<td>305,600.50</td>
<td>3,036,450.18</td>
<td>-0.37</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P12</td>
<td>305,270.30</td>
<td>3,036,679.96</td>
<td>-0.37</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P13</td>
<td>305,631.98</td>
<td>3,036,457.33</td>
<td>-0.12</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td>4</td>
<td>Beginning</td>
<td>305,561.97</td>
<td>3,036,517.15</td>
<td>-0.11</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P1</td>
<td>305,512.36</td>
<td>3,036,547.33</td>
<td>-0.37</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P2</td>
<td>305,373.72</td>
<td>3,036,349.14</td>
<td>-0.97</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td>5</td>
<td>Beginning</td>
<td>306,363.07</td>
<td>3,036,196.87</td>
<td>-0.10</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P1</td>
<td>306,363.00</td>
<td>3,036,320.00</td>
<td>-0.10</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P2</td>
<td>306,358.65</td>
<td>3,036,304.86</td>
<td>-0.26</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P3</td>
<td>306,259.37</td>
<td>3,036,450.96</td>
<td>-0.36</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td>6</td>
<td>Beginning</td>
<td>306,285.64</td>
<td>3,036,439.78</td>
<td>-0.26</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P1</td>
<td>306,255.94</td>
<td>3,036,416.90</td>
<td>-0.61</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P2</td>
<td>306,202.91</td>
<td>3,036,330.39</td>
<td>-0.61</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td>7</td>
<td>Beginning</td>
<td>306,214.01</td>
<td>3,036,930.00</td>
<td>-2.02</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P1</td>
<td>306,597.41</td>
<td>3,036,476.68</td>
<td>-2.02</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P2</td>
<td>306,596.99</td>
<td>3,036,231.15</td>
<td>-2.02</td>
<td>342.1</td>
<td>6,739</td>
</tr>
<tr>
<td></td>
<td>P3</td>
<td>306,596.50</td>
<td>3,036,550.95</td>
<td>-1.48</td>
<td>342.1</td>
<td>6,739</td>
</tr>
</tbody>
</table>

* Fish Dip Quantity

NOTES:
1. ROCK SEGMENTS 1-24 ARE NUMBERED WEST TO EAST WITH SEGMENT 1 ADJACENT TO SUPERIOR CHAINAGE, AND SEGMENT 24 NEAR POINT L. SEE SHEET 33 FOR PLAN VIEW OF ROCK SEGMENTS.
2. ALL COORDINATES REFER TO NORTH AMERICAN DATUM OF 1983 (NAD 83) LOUISIANA SOUTH ZONE, U.S. SURVEY FEET.
4. ESTIMATED QUANTITIES SHOWN ARE FOR BIDDING PURPOSES ONLY AND WERE CALCULATED ACCORDING TO CONDITIONS SURVEYED ON 11/22/02 TO 1/27/03. ROCK QUANTITIES WERE CALCULATED USING THE END AREA METHOD OF SECTIONS AT BEGINNING OF EACH ROCK SEGMENT. LINEAR CENTERLINES ALONG EACH SEGMENT, END AT THE SEGMENT. TWO FEET OF SETTLEMENT UNDER THE GROUND TAPPING TO JOINT SETTLEMENT AT THE TIE OF STRUCTURES WERE INCLUDED IN THE QUANTITIES. THE QUANTITY REQUIRED FOR THE D2 TIE OF 0.5 FT WAS CALCULATED AS AN UNIFORM 2/3 LAYER OF ROCK SLEEVE INSTALLED OVER THE ENTIRE TIE OF STRUCTURE. 0.5 FT. OF SETTLEMENT. THE IN-PLACE UNIT WEIGHT OF 1.3 TONS/FT³ FOR THE ROCK WAS ASSUMED. ACTUAL QUANTITIES WILL BE BASED ON THE DISPLACEMENT MEASUREMENTS. SEE SECTION 12.11 "MEASUREMENTS AND PAYMENTS" FOR ADDITIONAL REQUIREMENTS. THE CONTRACTOR RESERVES THE RIGHT TO ADJUST QUANTITIES WITHOUT ADJUSTMENT OF THE UNIT PRICE.

AS BUILT PLANS

SEE SHEET 33

LITTLE LAKE SHORELINE PROTECTION AND MARSH CREATION
RA N HEDGE, LOUISIANA 0021
STATE PROJECT NUMBER: BR-37
FEDERAL PROJECT NUMBER: BR-37
DATE: FEBRUARY 2003
ROCK DECK COORDINATES

FILE SHEETS
10
DESCRIPTION
SUR
DRAWN BY: KRIEGER, ELLEN
DESIGNED BY: CLARK ALLEN, P.E.
APPROVED BY: LUKAS LEBLON, P.E.

LITTLE LAKES NATIONAL RESOURCES COASTAL ENGINEERING DIVISION

LITTLE LAKES NATIONAL RESOURCES COASTAL ENGINEERING DIVISION
ARIAF ALFRED, LOUISIANA 0021
STATE PROJECT NUMBER: BR-37
FEDERAL PROJECT NUMBER: BR-37
DATE: FEBRUARY 2003
ROCK DECK COORDINATES

FILE SHEETS
10
DESCRIPTION
SUR
DRAWN BY: KRIEGER, ELLEN
DESIGNED BY: CLARK ALLEN, P.E.
APPROVED BY: LUKAS LEBLON, P.E.
AS BUILT PLANS

NOTES:
1. Access channels, side slopes were provided by Govt/Engineering Consultants.
2. All excavation/dredging will be at no direct pay unless dredged hydraulically and placed in marsh creation/nourishment area.
3. The spoil from maintenance dredging shall be placed adjacent to the channel.
4. Spill within the temporary stockpile area shall be backfilled in channels prior to project completion leaving the lake bottom no higher than 0.5' of pre-construction elevations.
5. The approximate locations of the access channels are shown. The contractor has the option to construct fewer, smaller, and/or shorter channels.
6. Access channel bottom width = 80' except in Turning Basin where the width = 140'. See design notes.
7. The contractor is responsible for maintaining all access channels in a useable condition for the duration of the construction at no cost to the owner.
8. The access channel volumes shown above are based on a digital terrain model (DTM) developed in AutoCAD from survey points on the transects shown on Sheet 4 and points within the borrow area.
9. The contractor shall verify the elevations along the access channel in the pre-construction survey.

SECTION A-A'

HORIZONTAL GRAPHIC SCALE

VERTICAL GRAPHIC SCALE

LEGEND

ACCESS CHANNEL

TEMPORARY SPOIL

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20

LOUISIANA DEPARTMENT OF NATURAL RESOURCES
COASTAL ENGINEERING DIVISION
447 NORTH 3RD STREET
BATON ROUGE, LOUISIANA 70802

LITTLE LAKE SHORELINE PROTECTION AND MARSH CREATION
STATE PROJECT NUMBER: BA-27
FEDERAL PROJECT NUMBER: BA-27
DATE: FEBRUARY 2019

DRAWN BY: SHEDD CANNA
DESIGNED BY: CLARK I. ALLEN, P.E.
APPROVED BY: LUIS URBAN, P.E.
SHEET 14
NOTES:
1. FISH DIP SOIL/ROCK SHALL BE INSTALLED FLUSH WITH EXISTING BOTTOM.
2. SEE SHEET 19 FOR SECTION AA-AA' AND BB-BB'.
3. TEMPORARY NAVIGATION SIGNS SHALL BE LOCATED 10'-0" LANDWARD OF THE TEMPORARY SpoIL.
4. PERMITTED NAVIGATION AND ACCESS CHANNELS ARE SHOWN.
5. TEMPORARY NAVIGATION SIGNS SHALL HAVE A 50'-0" GAP AT EACH FISH DIP.

LOUISIANA DEPARTMENT OF NATURAL RESOURCES
COASTAL ENGINEERING DIVISION
441 NORTH 2ND STREET
BATON ROUGE, LOUISIANA 70802

LITTLE LAKE SHORELINE PROTECTION AND MARSH CREATION

FISH DIP
PLAN VIEW

REV. DATE DESCRIPTION BY
DRAKEN: KRIEFT, CANTU
DESIGNED BY: CLARK, ALLEN, P.E.
APPROVED BY: LOUIS LEBAN, P.E.
NOTES:
1. DREDGING SIDE SLOPES WERE GIVEN BY GEOTECHNICAL CONSULTANTS. DREDGING MAY BE
   DREDGED AS A BOX CUT.
2. ALL DREDGING WORK WILL BE PAID AS A LUMP SUM ITEM UNDER BIG ITEM 1, "ACCESS AND
   DREDGING CHANNELS.
3. THE SPOIL FROM DREDGING EXCAVATION OF ACCESS CHANNELS AND/OR DREDGING CHANNELS
   SHALL BE PLACED ADJACENT TO THE CHANNELS.
4. SPOIL WITHIN THE TEMORARY SILOPLAQUE AREAS SHALL BE BACK FILLED INTO THE CHANNEL PRIOR
   TO PROJECT COMPLETION LEAVING THE西湖 BOTTOM AT A MINIMUM OF 0.5' OF
   PRE-CONSTRUCTION ELEVATIONS.
5. PERMITTED DREDGING AND EXCAVATION ARE SHOWN. THE CONTRACTOR HAS THE OPTION
   TO CONSTRUCT FISHER, SMALLER, AND/OR SHORTEST CHANNELS.
6. THE REMOVAL OF APPROXIMATELY 0.5' OF MATERIAL WILL BE REQUIRED TO
   CONSTRUCT THE DREDGING CHANNEL SHOWN WEST OF THE 12" TENNESSEE GAS PIPELINE.
7. THE REMOVAL OF APPROXIMATELY 0.5' OF MATERIAL WILL BE REQUIRED TO
   CONSTRUCT THE DREDGING CHANNEL SHOWN EAST OF THE 12" TENNESSEE GAS PIPELINE.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL ACCESS CHANNELS IN DRAWS FOR
   CONDITION FOR THE DURATION OF CONSTRUCTION AT NO COST TO THE OWNER.
BORROW AREA BOUNDARY

<table>
<thead>
<tr>
<th>PT</th>
<th>ABSENCING (FEET)</th>
<th>EASTING (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>355,289.36</td>
<td>3,642,789.75</td>
</tr>
<tr>
<td>2</td>
<td>355,393.36</td>
<td>3,657,225.92</td>
</tr>
<tr>
<td>3</td>
<td>350,714.07</td>
<td>3,657,625.38</td>
</tr>
<tr>
<td>4</td>
<td>365,981.42</td>
<td>3,642,789.75</td>
</tr>
<tr>
<td>5</td>
<td>364,318.50</td>
<td>3,650,197.67</td>
</tr>
</tbody>
</table>
AS BUILT PLANS

SEE SHEETS 34-47

NOTES:
1. CROSS SECTIONS ARE BASED ON SURVEY PERFORMED BETWEEN 1/12/02 AND 1/22/03
2. NUMBERS BELOW THE EXISTING GROUND ARE THE EXISTING MUDLINE ELEVATIONS IN RAISED TO B.S.

LEGEND
- ROCK DIKE EL=2.5'
- PERMANENT DREDGE MATERIAL
- TEMPORARY SPOIL
- FLOTAION CHANNEL
- EXISTING BOTTOM

HORIZONTAL GRAPHIC SCALE

VERTICAL GRAPHIC SCALE

1/20/03}

PROJECT SHEET NUMBER

LOUISIANA DEPARTMENT OF NATURAL RESOURCES
COASTAL ENGINEERING DIVISION
617 NORTH END STREET
BATON ROUGE, LOUISIANA 70802
LITTLE LAKE SHORELINE PROTECTION AND MARSH CREATION
FEDERAL PROJECT NUMBER: BA-37
STATE PROJECT NUMBER: DA-31
DATE: FEBRUARY 2003
DRAWN BY: KREDI CAMPBELL
DESIGNED BY: CLARK ALLEN, P.E.
APPROVED BY: LUCAS LEKAS, P.E.

REVISION SHEET NUMBER
AS BUILT PLANS

NOTES:
1. CROSS SECTIONS ARE BASED ON SURVEY PERFORMED BETWEEN 11/22/02 AND 1/27/03.
2. NUMBERS BELOW THE EXISTING GRADE ARE THE EXISTING MULDING ELEVATIONS IN NAVO FT. 20.4