STATE OF LOUISIANA
OFFICE OF COASTAL PROTECTION AND RESTORATION
OPERATIONS BRANCH

COTE BLANCHE HYDROLOGIC RESTORATION
SCHOOL BUS BAYOU PROJECT - AS-BUILT
TV-04
ST. MARY PARISH, LOUISIANA

FEDERAL
PROJECT
SPONSOR

STATE
PROJECT
SPONSOR

NRCS

Coastal Protection and Restoration Authority of Louisiana

AS-BUILT

TYPE OF CONSTRUCTION
CLASSIFICATION III (HEAVY CONSTRUCTION)

PROVIDENCE

OFFICE OF COASTAL PROTECTION & RESTORATION
OPERATIONS BRANCH

Cote Blanche Hydrologic Restoration/ School Bus Bayou Project - As-Built

STATE PROJECT NUMBER: TV-04

FEDERAL PROJECT NUMBER:

DATE: 08/03/12

DRAWN BY: LMD
DESIGNED BY: LMD
APPROVED BY: CL

SHEET 1 OF 13

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Horizontal and Vertical Control Info

Horizontal Datum: Adjusted NAVD 88 Datum LSZ (1700) Ft
Vertical Datum: Adjusted NAVD 88

GEOID Model Used: GEOID99 Hgt: -25.625 mts

Reference Benchmarks:
TVGA-SM-01
N: 414,937.84
E: 3,200,882.61
Elevation +3.57' NAVD 88 (1.085 mts)

Actual QUANTITIES

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<tr>
<th>Ref. No.</th>
<th>Item</th>
<th>Unit</th>
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<td>1</td>
<td>Mobilization and</td>
<td>Lump</td>
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<td></td>
<td>Demobilization</td>
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<td>2</td>
<td>Geotextile Fabric</td>
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<td>Haulage Class 130 Lb.</td>
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<td>Haulage Class 250 Lb.</td>
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<td>Signs at Site 1</td>
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<td>8</td>
<td>Replace or</td>
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<td>9</td>
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<td>Signs at Site 4</td>
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General Notes

1. All elevations are given in the North American Vertical Datum of 1988 (NAVD 88) U.S. Survey Feet (Fee). All horizontal coordinates are given in the North American Datum of 1983 (NAD83, Louisiana State Plane South Zone U.S. Feet).

2. The contractor was responsible for removing from the navigable water body to the site. The contractor was also responsible for navigating within the limits of the project site. The project engineer or inspector monitored equipment operations during construction.

3. All equipment was floating at all times during transit to and from the project site.

4. The contractor was responsible for notifying all utility and pipeline companies identified in the specifications at least five (5) working days prior to mobilization. All underground pipelines and utilities were marked with buoys by the contractor. The contractor maintained buoys during construction. It was the responsibility of the contractor to maintain the clearances from the pipelines set forth in the plan drawings or in the bid documents. No excavation was allowed within any area restricted by the pipeline companies and set forth on the plans. Pipeline locations shown on the plans are approximations. The owner was not liable for exact locations. The contractor called Louisiana One Call at 1-800-272-3620 at least 5 working days prior to mobilization.

5. The plans and bid documents were complimentary; what was required in one is as binding as if required by all. Clarifications, interpretations, or notifications of minor variations and omissions in the contract documents will be issued by the project engineer, if necessary.

6. The riprap alignment was allowed to be reviewed by the project engineer at the time of construction to reflect changes in field conditions.

7. Any damage to existing U.S. Coast Guard Navigation Aids or Private Navigation Aids were repaired by the contractor to U.S. Coast Guard Standards at the expense of the contractor.

8. The contractor followed specified access routes and did not, at any time, tread on existing marsh or vegetated wetlands unless otherwise directed by the project engineer.
Notes
1. Coordinates shown are NAD83, Louisiana State Plane South Zone, and elevations are referenced to NAVD88.
2. Mean High Water is ±2.2 NAVD88.
3. Mean Low Water is ±0.2 NAVD88.

Reference
Base map comprised of 2009 aerial photograph.
Note
Clean the signs prior to reuse.

Reference
Base map comprised of 2008 aerial photograph.
Notes

1. Reference herein to the "Standard Specifications" refer to the "LA Standard Specifications for Roads and Bridges", as published by the Louisiana Department of Transportation and Development, latest edition.

2. The 2" border on the warning sign is a retroreflective material of orange color. The lettering field is a retroreflective material of white color. The lettering on the warning signs are black. All signs meet U.S. Coast Guard Standards; in accordance with 33 CFR 330.4 (a) (1).

3. Neoprene washers were placed between the sign and the piling at all points of contact.

4. Signs were placed at the locations shown on Sheet 3, 7, 8, and 9 as directed by the Project Engineer.

Warning Sign Detail

Port Sign Detail

Starboard Sign Detail
**Notes**

1. Sheet piling and fill material not shown for clarity.
2. Pile cap is continuous to wing-wall. Covering the entire wing-wall.
3. Stainless Steel Cable is at a constant elevation, consistent with the elevation at the intersection of railing and pile cap.