
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NAVIGATING WITHIN THE LIMITS OF THE PROJECT PLAN. ALL ACCESS AND FLOATATION CHANNELS CONSTRUCTION SURVEYS SHALL BE PERFORMED AND LOCATED TO THE SATISFACTION OF THE CONSTRUCTION MANAGER. THE CONTRACTOR SHALL REVIEW ALL MEASUREMENTS AND PAYMENT CALCULATIONS. IF A DISCREPANCY CANNOT BE RESOLVED, THE CONSTRUCTION MANAGER SHALL PERFORM A CROSS-SECTION SURVEY TO VERIFY THE CONTRACTORS WORK.

3. THE CONTRACTOR SHALL NOT, AT ANYTIME, TREAD ON EXISTING MARSH OR VEGETATIVE WETLANDS UNLESS OTHERWISE DIRECTED BY THE OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE.

4. THE LOCATIONS OF UTILITIES, PIPELINES, AND STRUCTURES SHOWN HEREON HAVE BEEN DETERMINED FROM DATA PROVIDED BY OTHERS. THE ACTUAL LOCATIONS MAY VARY FROM THESE SHOWN AND IT IS POSSIBLE SOME MAY EXIST THAT HAVE NOT BEEN SHOWN. THE CONTRACTOR SHALL BE ALERT FOR SUCH UTILITIES, PIPELINES, AND STRUCTURES AND REPORT THEM IMMEDIATELY TO THE OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING PIPELINE OPERATIONS 48 HOURS IN ADVANCE OF THE WORK. ALL PIPELINES SHALL BE MARKED WITH BUCKS BY THE CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN BUCKS DURING CONSTRUCTION OR HAVE APPROVED MARKING EQUIPMENT ON THE DREDGE TO AVOID DREDGING IN RESTRICTED AREAS. THE CONTRACTOR SHALL NOT ANCHOR OR EXCAVATE WITHIN 50 FEET OF ANY PIPELINE. THE FOLLOWING IS A LIST OF PIPELINE OPERATORS KNOWN TO OCCUR ALONG THE OUTER BAYOU SOUTHshore:

6. VOLUMES SHOWN ARE FOR BIDDING PURPOSES ONLY AND WERE CALCULATED ACCORDING TO CONDITIONS SURVEYED IN 2008/2010. DREDGE CROSS-SECTIONS WILL BE SURVEYED BY THE CONTRACTOR BEFORE AND AFTER FOR BID AND POST-BID MEASUREMENTS. ALL SURVEYS AND MEASUREMENTS BY THE CONTRACTOR SHALL BE PERFORMED AND VERIFIED BY THE OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE. THE OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE SHALL REVIEW ALL BEFORE AND AFTER SURVEYS, MEASUREMENTS AND PAYMENT CALCULATIONS. IF A DISCREPANCY CANNOT BE RESOLVED, THE CONSTRUCTION MANAGER SHALL PERFORM A CROSS-SECTION SURVEY TO VERIFY THE CONTRACTORS WORK.

7. VOLUMES SHOWN ARE FOR BIDDING PURPOSES ONLY AND WERE CALCULATED ACCORDING TO CONDITIONS SURVEYED IN 2008/2010. FOR MEASUREMENT AND PAYMENT PURPOSES, CONTRACTOR SHALL REVIEW ALL MEASUREMENTS AND PAYMENT CALCULATIONS. IF A DISCREPANCY CANNOT BE RESOLVED, THE CONSTRUCTION MANAGER SHALL PERFORM A CROSS-SECTION SURVEY TO VERIFY THE CONTRACTORS WORK.

8. DREDGED MATERIAL SHALL BE PLACED IN AREAS SHOWN ON THE PLANS.

9. DREDGED MATERIAL SHALL NOT BE PLACED ON ANY NATURAL WATERWAYS NOR BE Stocked WHERE NATURAL WATERWAYS INTERSECT CREVASSES.

10. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF WORK. ANY OBSERVED DISCREPANCIES BETWEEN PRE-CONSTRUCTION SURVEY AND THE PROJECT PLANS NEED TO BE DOCUMENTED AND PROVIDED TO OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE FOR ACCEPTANCE.

11. DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNPOSTS AND NAVIGATIONAL AIDS WILL BE INSTALLED IN ACCORDANCE WITH USCG REGULATIONS. SEQUENCE OF CONSTRUCTION AND PLAN FOR MANAGING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.


13. THE SOUTH COASTAL WETLANDS (SCWW) SECONDARY GPS NETWORK MONUMENT, “BA02SM01 AND/OR BA02SM02” SHALL BE USED FOR HORIZONTAL AND VERTICAL CONTROL. THE DATA SHEET FOR THESE MONUMENTS CAN BE FOUND IN APPENDIX OF THIS SPECIFICATION.

14. CLEARING AND GRUBBING IN THE AREA OF THE BREACH REPAIRS MAY BE REQUIRED PRIOR TO COMMENCING BREACH REPAIR WORK. THIS WORK IS CONSIDERED INCIDENTAL TO THE BREACH REPAIR WORK.

15. MEAN HIGH WATER AND MEAN LOW WATER DATA BASED UPON 2009 MONITORING DATA PROVIDED BY OCPR.

**GENERAL NOTES**

**SUMMARY OF ESTIMATED QUANTITIES**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>WORK</th>
<th>UNIT</th>
<th>QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MOBILIZATION AND DEMobilization</td>
<td>LS</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>CONSTRUCTION SURVEYS</td>
<td>LS</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>ACCESS AND FLOATATION CHANNELS</td>
<td>LS</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>SUBSTRUCTURE AND SIGN REPLACEMENT</td>
<td>LUM SUM</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>10 lb RIPRAP</td>
<td>LBS</td>
<td>7,421.50</td>
</tr>
<tr>
<td>6</td>
<td>WOVEN GEOTEXTILE FABRIC</td>
<td>TONS</td>
<td>18,223.50</td>
</tr>
<tr>
<td>7</td>
<td>250 B/R</td>
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<td>8</td>
<td>MOBILIZATION FOR ASSEMBLING SUBSTRUCTURE AND SIGN REPLACEMENT</td>
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</tr>
<tr>
<td>9</td>
<td>18 lb RIPRAP</td>
<td>TONS</td>
<td>2,000</td>
</tr>
<tr>
<td>10</td>
<td>MOBILIZATION FOR ASSEMBLING SUBSTRUCTURE AND SIGN REPLACEMENT</td>
<td>LUM SUM</td>
<td>1</td>
</tr>
</tbody>
</table>

**BASE BID**

**ALTERNATE NO. 1**

**AS-BUILT DRAWING**

**OFFICE OF COASTAL PROTECTION & RESTORATION**
**ENGINEERING BRANCH**
**BAYOU ROUGE, LOUISIANA 70804**

**GIWW TO CONVOLVE HYDRAULIC RESTORATION**
**2010 MAINTENANCE PROJECT**

**STATE PROJECT NUMBER:** BA-02
**FEDERAL PROJECT NUMBER:** BA-02

**DRAWN BY:** LKL
**DESIGNED BY:** NJR
**APPROVED BY:** JFS

**DATE:** MARCH 2011
**SHEET 2 OF 36**
GENERAL SHEET NOTES

1. CONTRACTOR SHALL INSTALL TEMPORARY BENCHMARK AT SITE 1 UTILIZING SAME DATUM AS THE CONTROL MONUMENTS. SEE SPECIFICATIONS.

2. DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TIMELY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATIONS. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

3. SHOWN DIMENSIONS ARE APPROXIMATE. CONTRACTOR TO VERIFY LOCATION OF AND DISTANCE BETWEEN EXISTING PILE STRUCTURES PRIOR TO REMOVAL.

4. CONTRACTOR TO COORDINATE LOCATION OF NEW PILE STRUCTURES WITH OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE PRIOR TO INSTALLATION.

5. EXISTING DOLPHIN PILE STRUCTURE AT THIS LOCATION HAS BEEN KNOWN TO BE SHEARED BELOW THE WATER LINE. CONTRACTOR TO REMOVE EXISTING DOLPHIN PILE STRUCTURE AND PORTIONS OF PILE STRUCTURE THAT MAY BE RESIDING IN THE BOTTOM OF CANAL.

AS-BUILT DRAWING
GENERAL SHEET NOTES
1. Recap existing structure according to the lines and grades on the drawings. The lines and grades on the drawings reflect the original permitted design.
2. Existing grade elevations are based on 2008 survey data unless shown otherwise.
3. Contractor shall install temporary bench mark at site 2 utilizing same datum as the control monuments. See specifications.
4. Contractor shall place fill slope until existing bottom is reached.

AS-BUILT DRAWING

AS-BUILT SURVEY VOLUME TABLE

<table>
<thead>
<tr>
<th>Station</th>
<th>Area</th>
<th>Volume</th>
<th>Cumulative Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>0+00.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00 (CuYds)</td>
</tr>
<tr>
<td>0+64.80</td>
<td>126.80</td>
<td>184.33</td>
<td>184.33 (CuYds)</td>
</tr>
<tr>
<td>0+87.60</td>
<td>288.54</td>
<td>175.37</td>
<td>360.70 (CuYds)</td>
</tr>
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<td>0+95.10</td>
<td>413.21</td>
<td>97.47</td>
<td>457.16 (CuYds)</td>
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<td>1+02.60</td>
<td>271.53</td>
<td>95.94</td>
<td>553.10 (CuYds)</td>
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<td>1+25.40</td>
<td>184.51</td>
<td>196.08</td>
<td>748.18 (CuYds)</td>
</tr>
<tr>
<td>1+81.40</td>
<td>49.68</td>
<td>242.86</td>
<td>991.04 (CuYds)</td>
</tr>
<tr>
<td>2+09.41</td>
<td>23.93</td>
<td>38.18</td>
<td>1029.21 (CuYds)</td>
</tr>
</tbody>
</table>
NOTES:

- Survey data collected from 2010.

GENERAL SHEET NOTES

1. Survey data provided for informational purposes.

AS-BUILT DRAWING

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

STATE PROJECT NUMBER: BL-62
FEDERAL PROJECT NUMBER: RE-06
DATE: MARCH 2011

DRAWN BY: 
DESIGNED BY: 
APPROVED BY: 

SHEET 5 OF 16
This record drawing has been prepared based upon information and changes noted during construction from a variety of sources including field information furnished by contractor and subcontractor. While this information is believed to be reliable, Louisiana/DEQ assumes no responsibility for any inaccuracies, errors or omissions which may have been incorporated into it as a result of incorrect information provided to us. Those relying on the record document are advised to obtain independent verification of the actual conditions that exist.

AS-BUILT DRAWING
CROSS SECTION

NO AS-BUILT DATA

GENERAL SHEET NOTES
1. SURVEY DATA PROVIDED FOR INFORMATIONAL PURPOSES.

AS-BUILT DRAWING

This record drawing has been prepared, based upon information and data collected during construction from a variety of sources, including survey data furnished by contractors and subcontractors. While this information is intended to be reliable, MWH assumes no responsibility for any inaccuracies, errors or omissions which may have been incorporated into it as a result of incomplete information provided to us. Those relying on this record document are advised to obtain independent verification of the actual conditions that exist.

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 200
BATON ROUGE, LOUISIANA 70804

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

STATE PROJECT NUMBER: BA-02
FEDERAL PROJECT NUMBER: BA-02

DATE: MARCH 2011

SHEET SC OF 36

DRAWN BY: L.K.L
DESIGNED BY: N.J.K
APPROVED BY: J.P.G
RECAP EXISTING STRUCTURE ACCORDING TO THE LINES AND GRADES ON THE DRAWINGS. THE LINES AND GRADES ON THE DRAWINGS REFLECT THE ORIGINAL PERMITTED DESIGN. EXISTING GRADE ELEVATIONS ARE BASED ON 2008 SURVEY DATA UNLESS SHOWN OTHERWISE.

EXISTING GRADE FROM 2008 SURVEY

EXISTING GRADE FROM 2008 AND 2010 SURVEY

AS-BUILT DRAWING

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

STATE PROJECT NUMBER: BA-02
FEDERAL PROJECT NUMBER: GA-02
DATE: MARCH 2011

DRAWN BY: LKL
DESIGNED BY: NJR
APPROVED BY: JHR

SHEET 6 OF 36
1. Recap existing structure according to the lines and grades on the drawings. The lines and grades on the drawings reflect the original permitted design.

2. Existing grade elevations are based on 2008 survey data unless shown otherwise.

3. Contractor shall install temporary bench mark at site 4 utilizing same datum as the control monuments. See specifications.

4. Contractor shall place fill slope until existing bottom is reached.

5. Contractor to coordinate location of new pile structure with OCPR project engineer or assigned project representative prior to installation.


**AS-BUILT DRAWING**

**Structure 4 Recapping Fill Volume Table**

<table>
<thead>
<tr>
<th>Station</th>
<th>Area</th>
<th>Volume</th>
<th>Cumulative Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>0+04.63</td>
<td>2.12</td>
<td>0.00</td>
<td>0.00 (CuYds)</td>
</tr>
<tr>
<td>0+22.54</td>
<td>28.40</td>
<td>15.36</td>
<td>15.36 (CuYds)</td>
</tr>
<tr>
<td>0+58.64</td>
<td>243.80</td>
<td>181.97</td>
<td>197.33 (CuYds)</td>
</tr>
<tr>
<td>0+77.54</td>
<td>5.73</td>
<td>87.34</td>
<td>284.67 (CuYds)</td>
</tr>
<tr>
<td>0+87.48</td>
<td>49.76</td>
<td>10.21</td>
<td>294.88 (CuYds)</td>
</tr>
<tr>
<td>0+97.54</td>
<td>37.36</td>
<td>16.23</td>
<td>311.11 (CuYds)</td>
</tr>
<tr>
<td>1+16.44</td>
<td>224.95</td>
<td>91.81</td>
<td>402.92 (CuYds)</td>
</tr>
<tr>
<td>1+52.54</td>
<td>90.53</td>
<td>210.90</td>
<td>613.82 (CuYds)</td>
</tr>
<tr>
<td>1+79.99</td>
<td>48.81</td>
<td>5.48</td>
<td>662.64 (CuYds)</td>
</tr>
</tbody>
</table>

**Tonnage** = (1.5 X 662.64) = 993.96 TONS
LAKE RIM PROFILE STA 0+00 TO STA 24+00

1. PLACE ROCK FLUSH AGAINST EXISTING ROCK WHERE THE TOP OF DIKE ELEVATION IS EL 2.0 OR GREATER.

2. EXISTING GRADE ELEVATIONS ARE BASED ON A COMBINATION OF 2008 AND 2010 SURVEY DATA.

3. FOR TYPICAL SECTION OF PROPOSED ROCK DIKE, SEE DETAIL C, SHEET 36.

4. RECAP EXISTING STRUCTURE ACCORDING TO THE LINES AND GRADES ON THE DRAWINGS. THE LINES AND GRADES ON THE DRAWINGS REFLECT THE ORIGINAL PERMITTED DESIGN.

LAKE RIM PROFILE STA 24+00 TO STA 48+00

LAKE RIM PROFILE STA 48+00 TO STA 72+00

AS-BUILT DRAWING

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

STATE PROJECT NUMBER: BA-02
FEDERAL PROJECT NUMBER: GA-52

DATE: MARCH 2011
SHEET 36 OF 36

REV. DATE
03 04 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 00 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36
1. Place rock flush against existing rock where the top of dke elevation is EL 2.0 or greater.

2. Existing grade elevations are based on a combination of 2008 and 2010 survey data.

3. For typical section of proposed rock dke, see detail C, sheet 36.

4. Recap existing structure according to the lines and grades on the drawings. The lines and grades on the drawings reflect the original permitted design.

ALTERNATE NO. 1

AS-BUILT DRAWING
1. Recap existing structure according to the lines and grades on the drawings. The lines and grades on the drawings reflect the original permitted design.

2. Existing grade elevations are based on 2010 survey data.

3. Disturbance to marine traffic needs to be avoided by the contractor. Necessary warning signs/temporary navigational aids shall be installed in accordance with USCG regulations. Sequence of construction and plan for maintaining marine traffic through the structure shall be submitted to OCPR for approval.

4. Contractor shall remove and properly store existing navigation lights. Contractor shall maintain removed lights in working order and re-install the lights on the new dolphin pile structures.

5. Contractor shall install temporary bench mark at Site 1A utilizing same datum as the control monuments. See specifications.

6. Contractor to verify location of and distance between existing pile structures prior to removal.

7. Contractor to coordinate location of new pile structures with OCPR Project Engineer or assigned project representative prior to installation.

8. Contractor shall place fill slope until existing bottom is reached.

AS-BUILT DRAWING
1. Recap existing structure according to the lines and grades on the drawings. The lines and grades on the drawings reflect the original permitted design.

2. Existing grade elevations are based on 2010 survey data.

AS-BUILT DRAWING
1. TYPICAL DETAILS FOR THE FISH DIP AND ACCESS CHANNEL DREDGING ARE ON SHEET XX.
2. DETAILS FOR THE NEW ROCK SHORELINE PROTECTION ARE ON SHEET 13.
3. EXISTING GRADE ELEVATIONS ARE BASED ON 2008 SURVEY DATA UNLESS SHOWN OTHERWISE.

AS-BUILT DRAWING
1. Disturbance to marine traffic needs to be avoided by the contractor. Necessary warning signs/temporary navigational aids shall be installed in accordance with USCG regulation. Sequence of construction and plan for maintaining marine traffic through the structure shall be submitted to OCPR for approval. See Note 4 and 5, sheet 2.

2. Base bid accounts for work along Lake Rim from STA 0+00 to STA 56+55.

3. Alternate No. 1 accounts for work along Breton Canal from STA 56+55 to STA 106+53.

NOTE: Survey data collected from 2010.
1. Disturbance to marine traffic needs to be avoided by the contractor. Necessary warning signs and temporary navigational aids shall be installed in accordance with USCG regulations. Sequence of construction and plan for maintaining marine traffic through the structure shall be submitted to OCPR for approval.

2. See note 4 and 5, sheet 2.

3. Base bid accounts for work along Lake Rim from STA 0+00 to STA 56+55.

4. Alternate No. 1 accounts for work along Breton Canal from STA 56+55 to STA 106+53.

AS-BUILT DRAWING
GENERAL SHEET NOTES

1. DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TMPORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

2. SEE NOTE 4 AND 5, SHEET 2.

3. BASE BID ACCOUNTS FOR WORK ALONG LAKE RIM FROM STA 0+00 TO STA 56+55.

4. ALTERNATE NO. 1 ACCOUNTS FOR WORK ALONG BRETON CANAL FROM STA 56+55 TO STA 106+53.

DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TMPORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

BASE BID ACCOUNTS FOR WORK ALONG LAKE RIM FROM STA 0+00 TO STA 56+55.

ALTERNATE NO. 1 ACCOUNTS FOR WORK ALONG BRETON CANAL FROM STA 56+55 TO STA 106+53.

DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TMPORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

BASE BID ACCOUNTS FOR WORK ALONG LAKE RIM FROM STA 0+00 TO STA 56+55.

ALTERNATE NO. 1 ACCOUNTS FOR WORK ALONG BRETON CANAL FROM STA 56+55 TO STA 106+53.

DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TMPORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

BASE BID ACCOUNTS FOR WORK ALONG LAKE RIM FROM STA 0+00 TO STA 56+55.

ALTERNATE NO. 1 ACCOUNTS FOR WORK ALONG BRETON CANAL FROM STA 56+55 TO STA 106+53.

DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TMPORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

BASE BID ACCOUNTS FOR WORK ALONG LAKE RIM FROM STA 0+00 TO STA 56+55.

ALTERNATE NO. 1 ACCOUNTS FOR WORK ALONG BRETON CANAL FROM STA 56+55 TO STA 106+53.
1. Recap existing structure according to the lines and grades on the drawings. The lines and grades on the drawings reflect the original permitted design.

2. Recap existing fish dip according to original design detail. See detail A, sheet 36.

3. Existing grade elevations are based on 2010 survey data unless shown otherwise.

We recommend drawing has been prepared based upon information and plans containing construction from a variety of sources including but not limited to engineering, architects and subcontractors. While this information is intended to be reliable, MWH does not assume any responsibility for any information, notes or comments which may have been incorporated here as a result of incorrect information provided to us. Those relying on this record document are advised to obtain independent verification of the actual conditions that exist.

AS-BUILT DRAWING

MWH.

Office of Coastal Protection & Restoration
Engineering Branch
451 Laurel Street, Suite 1200
Baton Rouge, Louisiana 70804

MWH.

Drawn by: LKL
Designed by: NJR
Approved by: JPS

Date: March 2011
Sheet 18 of 36
1. Recap existing structure according to the lines and grades on the drawings. The lines and grades on the drawings reflect the original permitted design. Recap existing fish dip according to original design detail. See detail A, sheet 36.

2. Existing grade elevations are based on 2010 survey data unless shown otherwise.

3. AS-BUILT DRAWING

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

LAKE RIM - CROSS SECTIONS
BASE BID

MWH.

DRAWN BY: LKL
DESIGNED BY: NJR
APPROVED BY: JIP

DATE: MARCH 2011
SHEET 20 OF 36
ALTERNATE NO. 1
RECAP EXISTING STRUCTURE ACCORDING TO THE LINES AND GRADES ON THE DRAWINGS. THE LINES AND GRADES ON THE DRAWINGS REFLECT THE ORIGINAL PERMITTED DESIGN.
RECAP EXISTING FISH DIP ACCORDING TO ORIGINAL DESIGN DETAIL. SEE DETAIL A, SHEET 36.
EXISTING GRADE ELEVATIONS ARE BASED ON 2010 SURVEY DATA UNLESS SHOWN OTHERWISE.

AS-BUILT DRAWING
GENERAL SHEET NOTES

1. No dredging shall take place within 10 feet of vegetated water bottoms, or 40 feet from existing bankline.

2. Dredging shall not extend past approximate centerline of canal.

3. The location of existing pipelines, utilities, structures is approximate. See note 4 and 5 on sheet 2.

4. Clearing and grubbing in the area of the breach repairs may be required prior to commencing breach repair work. This work is considered incidental to the breach repair work.

5. The Contractor shall be responsible for notifying pipeline operators 48 hours in advance of work. All pipelines shall be marked with buoys by the Contractor. The Contractor shall maintain buoys during construction or have adequate navigational equipment on the dredge to avoid dredging in restricted areas. The Contractor shall not anchor or excavate within 50 feet of any pipeline. Notice: 48 hours before dredging call Louisiana One Call at 1-800-272-3020 to locate any other pipelines or utilities.

6. Disturbance to marine traffic needs to be avoided by the Contractor. Necessary warning signs/temporary navigational aids shall be installed in accordance with USCG regulation. Sequence of construction and plan for maintaining marine traffic through the structure shall be submitted to OCPR for approval.

7. All breach plugs shall be vegetated. See specifications.

AS-BUILT DRAWING
GENERAL SHEET NOTES

1. NO DREDGING SHALL TAKE PLACE WITHIN 15 FEET OF VEGETATED WATER BOTTOMS, OR 40 FEET FROM EXISTING BANKLINE.

2. DREDGING SHALL NOT EXTEND PAST APPROXIMATE CENTERLINE OF CANAL.

3. THE LOCATION OF EXISTING PIPELINES, UTILITIES, STRUCTURES IS APPROXIMATE. SEE NOTE 4 ON SHEET 2.

4. CLEARING AND GRUBBING IN THE AREA OF THE BREACH REPAIRS MAY BE REQUIRED PRIOR TO COMMENCING BREACH REPAIR WORK. THIS WORK IS CONSIDERED INCIDENTAL TO THE BREACH REPAIR WORK.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING PIPELINE OPERATORS 48 HOURS IN ADVANCE OF THE WORK. ALL PIPELINES SHALL BE MARKED WITH BUOYS BY THE CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN BUOYS DURING CONSTRUCTION OR HAVE ADEQUATE NAVIGATIONAL EQUIPMENT ON THE DREDGE TO AVOID DREDGING IN RESTRICTED AREAS. THE CONTRACTOR SHALL NOT ANCHOR OR EXCAVATE WITHIN 50 FEET OF ANY PIPELINE. NOTICE: 48 HOURS BEFORE DREDGING CALL LOUISIANA ONE CALL AT 1-800-272-3020 TO LOCATE ANY OTHER PIPELINES OR UTILITIES.

6. DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TEMPORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

7. ALL BREACH PLUGS SHALL BE VEGETATED. SEE SPECIFICATIONS.

8. CONTRACTOR TO COORDINATE ACTUAL LOCATION OF BREACH PLUG WITH OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE PRIOR TO INSTALLATION.

AS-BUILT DRAWING
1. BREACH REPAIR TIEINS SHALL EXTEND MIN 5' ONTO EXISTING BANK.
2. EXISTING GRADE ELEVATIONS ARE BASED ON 2010 SURVEY DATA.
3. SEE SPECIFICATIONS FOR SETTLEMENT REQUIREMENTS

The record drawing has been prepared, based upon information and data received during construction from a variety of sources including field information supplied by contractors and subcontractors. While the information is believed to be reliable, MWH recognizes that it is possible, in any drawing, to have errors, omissions, or interpretation mistakes. These errors, omissions, or interpretation mistakes are to remain independent verification of the actual conditions that exist.
GENERAL SHEET NOTES

1. NO DREDGING SHALL TAKE PLACE WITHIN 10 FEET OF
   VEGETATED WATER BOTTOMS, OR 40 FEET FROM EXISTING
   BANKLINE.

2. DREDGING SHALL NOT EXTEND PAST APPROXIMATE CENTERLINE
   OF CANAL.

3. THE LOCATION OF EXISTING PIPELINES, UTILITIES, STRUCTURES
   IS APPROXIMATE. SEE NOTE 4 ON SHEET 2.

4. CLEARING AND GRUBBING IN THE AREA OF THE BREACH REPAIR
   MAY BE REQUIRED PRIOR TO COMMENCING BREACH REPAIR
   WORK. THIS WORK IS CONSIDERED INCIDENTAL TO THE BREACH
   REPAIR WORK.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING
   PIPELINE OPERATORS 48 HOURS IN ADVANCE OF THE WORK.
   ALL PIPELINES SHALL BE MARKED WITH BUOYS BY THE
   CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN BUOYS
   DURING CONSTRUCTION OR HAVE ADEQUATE NAVIGATIONAL
   EQUIPMENT ON THE DREDGE TO AVOID DREDGING IN
   RESTRICTED AREAS. THE CONTRACTOR SHALL NOT ANCHOR
   OR EXCAVATE WITHIN 30 FEET OF A PIPELINE. NOTICE: 48
   HOURS BEFORE DREDGING CALL LOUISIANA ONE CALL AT
   1-800-272-3020 TO LOCATE ANY OTHER PIPELINES OR UTILITIES.

6. DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY
   THE CONTRACTOR. NECESSARY WARNING SIGNS/TEMPORARY
   NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE
   WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN
   FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE
   SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

7. ALL BREACH PLUGS SHALL BE VEGETATED. SEE
   SPECIFICATIONS.

8. CONTRACTOR TO COORDINATE ACTUAL LOCATION OF BREACH
   PLUG WITH OCPR PROJECT ENGINEER OR ASSIGNED PROJECT
   REPRESENTATIVE PRIOR TO INSTALLATION.

LEGEND

- FILL AREA
- DREDGE AREA

AS-BUILT DRAWING

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

STATE PROJECT NUMBER: B-342
FEDERAL PROJECT NUMBER: BA-02

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

DRAWN BY: L.K.L
DESIGNED BY: N.K
APPROVED BY: J.R.

DATE: MARCH 2011
SHEET 26 OF 36
1. BREACH REPAIR TIE-INS SHALL EXTEND MIN 5' ONTO EXISTING BANK.
2. EXISTING GRADE ELEVATIONS ARE BASED ON 2010 SURVEY DATA.
3. SEE SPECIFICATIONS FOR SETTLEMENT REQUIREMENTS.

GENERAL SHEET NOTES

AS-BUILT DRAWING

LEGEND

TYPICAL BORROW AREA

H: 1" = 20'-0"
V: 1" = 5'-0"

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

STATE PROJECT NUMBER: BA-02
FEDERAL PROJECT NUMBER: BA-02
DATE: MARCH 2011
SHEET 27 OF 36

REV.
DATE

DRAWN BY: L.K.
DESIGNED BY: N.K.
APPROVED BY: J.R.

EXISTING CHANNEL BOTTOM
EXISTING MARSH
HEIGHT = 2.5' ABOVE EXISTING MARSH
FINISHED ELEVATION 35'

DREDGED FILL MATERIAL
HEIGHT = EL. 2.5' ABOVE EXISTING MARSH
FINISHED ELEVATION

BANK LINE

TYPICAL BORROW AREA
H: 1" = 20'-0"
V: 1" = 5'-0"

EXISTING CHANNEL BOTTOM
GENERAL SHEET NOTES

1. NO DREDGING SHALL TAKE PLACE WITHIN 10 FEET OF VEGETATED WATER BOTTOMS, OR 40 FEET FROM EXISTING BANKLINE.

2. DREDGING SHALL NOT EXTEND PAST APPROXIMATE CENTERLINE OF CANAL.

3. THE LOCATION OF EXISTING PIPELINES, UTILITIES, STRUCTURES IS APPROXIMATE. SEE NOTE 4 ON SHEET 2.

4. CLEARING AND GRUBBING IN THE AREA OF THE BREECH REPAIRS MAY BE REQUIRED PRIOR TO COMMENCING BREECH REPAIR WORK. THIS WORK IS CONSIDERED INCIDENTAL TO THE BREECH REPAIR WORK.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING PIPELINE OPERATORS 48 HOURS IN ADVANCE OF THE WORK. ALL PIPELINES SHALL BE MARKED WITH BUOYS BY THE CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN BUOYS DURING CONSTRUCTION OR HAVE ADEQUATE NAVIGATIONAL EQUIPMENT ON THE DREDGE TO AVOID DREDGING IN RESTRICTED AREAS. THE CONTRACTOR SHALL NOT ANCHOR OR EXCAVATE WITHIN 50 FEET OF ANY PIPELINE. NOTICE: 48 HOURS BEFORE DREDGING CALL LACOGA ONE CALL AT 1-800-272-3020 TO LOCATE ANY OTHER PIPELINES OR UTILITIES.

6. DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TIMORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

7. ALL BREECH PLUGS SHALL BE VEGETATED. SEE SPECIFICATIONS.

8. CONTRACTOR TO COORDINATE ACTUAL LOCATION OF BREECH PLUGS WITH OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE PRIOR TO INSTALLATION.
ABOVE EXISTING MARSH FINISHED ELEVATION

EXISTING CHANNEL BOTTOM

EXISTING MARSH

0+60 0+00 0+20 0+40

DREDGED FILL MATERIAL

DREDGED FILL MATERIAL

30' DREDGED FILL MATERIAL

EXISTING CHANNEL BOTTOM

GIWW TO CLOVELLY HYDRAULIC RESTORATION

2010 MAINTENANCE PROJECT

MARCH 2011

DATE:  SHEET:  OF  36

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

AUTH ORS:  INSPECTORS:  ASST. INSPECTOR:  DATE:  1/1/13

By:

PILOT CONTRACTOR

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'

TYPICAL BORROW AREA

HEIGHT = 1.5'

HORIZONTAL SCALE: 1" = 20'-0"

BREACH 3 SECTION A

VERTICAL SCALE: 1" = 5'-0"

BREACH 3 PROFILE B

LEGEND

FILL AREA

DREDGE AREA

GENERAL SHEET NOTES

1. BREACH REPAIR TIE-INS SHALL EXTEND MIN 5' ONTO EXISTING BANK.
2. EXISTING GRADE ELEVATIONS ARE BASED ON 2010 SURVEY DATA.
3. SEE SPECIFICATIONS FOR SETTLEMENT REQUIREMENTS.

PROPOSED EXCAVATION MAX CUT DEPTH = 3.0'

TYPICAL BORROW AREA

MIN. 10'

SECTION VIEW

EXISTING樂

MINUS

MINUS

MNH 2.30

0.5

0

-0.5

-1.0

-1.5

-2.0

-2.5

-3.0

-3.5

-4.0

-4.5

-5

-5.5

0

0.5

1

1.5

2

2.5

3

3.5

4

4.5

5

-5

-4

-3

-2

-1

0

1

2

3

4

5

CHL

CHL

MNH 2.30

-0.5

0

0.5

1

1.5

2

2.5

3

3.5

4

4.5

5

BREACH LOCATION

PROPOSED EXCAVATION

MAX CUT DEPTH = 3.0'

LEGEND

FILL AREA

DREDGE AREA

AS-BUILT DRAWING

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

STATE PROJECT NUMBER:  665-02
FEDERAL PROJECT NUMBER:  BA-02
DATE:  MARCH 2011

SHEETS:  OF  36

DRAWN BY:  L.KL
DESIGNED BY:  N.R.
APPROVED BY:  J.P.

36

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'

TYPICAL BORROW AREA

MINUS

MINUS

MINUS

MNH 2.30

0.5

0

-0.5

-1.0

-1.5

-2.0

-2.5

-3.0

-3.5

-4.0

-4.5

-5

-5.5

0

0.5

1

1.5

2

2.5

3

3.5

4

4.5

5

-5

-4

-3

-2

-1

0

1

2

3

4

5

CHL

CHL

MNH 2.30

-0.5

0

0.5

1

1.5

2

2.5

3

3.5

4

4.5

5

BREACH LOCATION

PROPOSED EXCAVATION

MAX CUT DEPTH = 3.0'

LEGEND

FILL AREA

DREDGE AREA

AS-BUILT DRAWING

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

GIWW TO CLOVELLY HYDRAULIC RESTORATION
2010 MAINTENANCE PROJECT

STATE PROJECT NUMBER:  665-02
FEDERAL PROJECT NUMBER:  BA-02
DATE:  MARCH 2011

SHEETS:  OF  36

DRAWN BY:  L.KL
DESIGNED BY:  N.R.
APPROVED BY:  J.P.
GENERAL SHEET NOTES

1. NO DREDGING SHALL TAKE PLACE WITHIN 10 FEET OF VEGETATED WATER BOTTOMS, OR 40 FEET FROM EXISTING BANKLINE.

2. DREDGING SHALL NOT EXTEND PAST APPROXIMATE CENTERLINE OF CANAL.

3. THE LOCATION OF EXISTING PIPELINES, UTILITIES, STRUCTURES IS APPROXIMATE. SEE NOTE 4 ON SHEET 2.

4. CLEARING AND GRUBBING IN THE AREA OF THE BREACH REPAIRS MAY BE REQUIRED PRIOR TO COMMENCING BREACH REPAIR WORK. THIS WORK IS CONSIDERED INCIDENTAL TO THE BREACH REPAIR WORK.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING PIPELINE OPERATORS 48 HOURS IN ADVANCE OF THE WORK. ALL PIPELINES SHALL BE MARKED WITH BUOYS BY THE CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN BUOYS DURING CONSTRUCTION OR HAVE ADEQUATE NAVIGATIONAL EQUIPMENT ON THE DREDGE TO AVOID DREDGING IN RESTRICTED AREAS. THE CONTRACTOR SHALL NOT ANCHOR OR EXCAVATE WITHIN 50 FEET OF ANY PIPELINE. NOTICE: 48 HOURS BEFORE DREDGING CALL LOUISIANA ONE CALL AT 1-800-272-3020 TO LOCATE ANY OTHER PIPELINES OR UTILITIES.

6. DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TEMPORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

7. ALL BREACH PLUGS SHALL BE VEGETATED. SEE SPECIFICATIONS.

8. CONTRACTOR TO COORDINATE ACTUAL LOCATION OF BREACH PLUGS WITH OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE PRIOR TO INSTALLATION.

LEGEND

FILL AREA

DREDGE AREA

AS-BUILT DRAWING

OFFICE OF COASTAL PROTECTION & RESTORATION
ENGINEERING BRANCH
450 LAUREL STREET, SUITE 200
BATON ROUGE, LOUISIANA 70804

DATE: MARCH 2011

STATE PROJECT NUMBER: BA-02
FEDERAL PROJECT NUMBER: BA-02

DRAWN BY: NJR
DESIGNED BY: NJR
APPROVED BY: JRG
The record drawing has been prepared, based upon observations and changes noted during construction, from a variety of sources including that information furnished by contractors and subcontractors. While this information is believed to be reliable, Pascagoula DWH assumes no responsibility for any inaccuracies, errors or omissions which may have been incorporated here in or as a result of incorrect information provided to us. Those relying on this record documents are advised to obtain independent verification of the actual conditions that exist.

**GENERAL SHEET NOTES**

1. BREACH REPAIR TIE-INS SHALL EXTEND MIN 5' ONTO EXISTING BANK.
2. EXISTING GRADE ELEVATIONS ARE BASED ON 2010 SURVEY DATA.
3. SEE SPECIFICATIONS FOR SETTLEMENT REQUIREMENTS.

**LEGEND**

- **Fill Area**
- **Dredge Area**

**AS-BUILT DRAWING**

**STATE PROJECT NUMBER:**
**FEDERAL PROJECT NUMBER:**
**APPROVED BY:**
**DESIGNED BY:**
**DRAWN BY:**

**OFFICE OF COASTAL PROTECTION & RESTORATION**
**ENGINEERING BRANCH**
**450 LAUREL STREET, SUITE 1200**
**BATON ROUGE, LOUISIANA 70804**

**DATE:** MARCH 2011

**GIWW TO CLOVELLY HYDRAULIC RESTORATION**
**2010 MAINTENANCE PROJECT**

**REV.**
**DATE**
**DESCRIPTION**

**MWH.**

**DRAWN BY:** LKL
**DESIGNED BY:** NIR
**APPROVED BY:** JPS

**SHEET 34 OF 36**
GENERAL SHEET NOTES

1. NO DREDGING SHALL TAKE PLACE WITHIN 10 FEET OF VEGETATED WATER BOTTOMS, OR 40 FEET FROM EXISTING BANKLINE.

2. DREDGING SHALL NOT EXTEND Past APPROXIMATE CENTERLINE OF CANAL.

3. THE LOCATION OF EXISTING PIPELINES, UTILITIES, STRUCTURES IS APPROXIMATE. SEE NOTE 4 ON SHEET 2.

4. CLEARING AND GRUBBING IN THE AREA OF THE BREACH REPAIRS MAY BE REQUIRED PRIOR TO COMMENCING BREACH REPAIR WORK. THIS WORK IS CONSIDERED INCIDENTAL TO THE BREACH REPAIR WORK.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING PIPELINE OPERATORS 48 HOURS IN ADVANCE OF THE WORK. ALL PIPELINES SHALL BE MARKED WITH BUOYS BY THE CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN BUOYS DURING CONSTRUCTION OR HAVE ADEQUATE NAVIGATIONAL EQUIPMENT ON THE DRIDGE TO AVOID DREDGING IN RESTRICTED AREAS. THE CONTRACTOR SHALL NOT ANCHOR OR EXCAVATE WITHIN 50 FEET OF ANY PIPELINE. NOTICE: 48 HOURS BEFORE DREDGING CALL LOUISIANA ONE CALL AT 1-800-272-3020 TO LOCATE ANY OTHER PIPELINES OR UTILITIES.

6. DISTURBANCE TO MARINE TRAFFIC NEEDS TO BE AVOIDED BY THE CONTRACTOR. NECESSARY WARNING SIGNS/TEMPORARY NAVIGATIONAL AIDS SHALL BE INSTALLED IN ACCORDANCE WITH USCG REGULATION. SEQUENCE OF CONSTRUCTION AND PLAN FOR MAINTAINING MARINE TRAFFIC THROUGH THE STRUCTURE SHALL BE SUBMITTED TO OCPR FOR APPROVAL.

7. ALL BREACH PLUGS SHALL BE VEGETATED. SEE SPECIFICATIONS.

8. CONTRACTOR TO COORDINATE ACTUAL LOCATION OF BREACH PLUG WITH OCPR PROJECT ENGINEER OR ASSIGNED PROJECT REPRESENTATIVE PRIOR TO INSTALLATION.
EXISTING MARSH HEIGHT = 2.5' ABOVE EXISTING MARSH FINISHED ELEVATION

DREDGED FILL MATERIAL

EXISTING CHANNEL BOTTOM 40'

ASSUMED GRADE 5' MIN

HEIGHT = EL. 2.5' ABOVE EXISTING MARSH FINISHED ELEVATION

BANK LINE 30'

EXISTING CHANNEL BOTTOM 1+40

DREDGED FILL MATERIAL

GIWW TO CLOVELLY HYDRAULIC RESTORATION 2010 MAINTENANCE PROJECT

MARCH 2011

OFFICE OF COASTAL PROTECTION & RESTORATION ENGINEERING BRANCH
450 LAUREL STREET, SUITE 1200
BATON ROUGE, LOUISIANA 70804

BREACH REPAIR TIE-INS SHALL EXTEND MIN 5' ONTO EXISTING BANK.
EXISTING GRADE ELEVATIONS ARE BASED ON 2010 SURVEY DATA.
SEE SPECIFICATIONS FOR SETTLEMENT REQUIREMENTS.

LEGEND

FILL AREA
DREDGE AREA

TYPICAL BORROW AREA

NOTES:
1. BREACH REPAIR TIE-INS SHALL EXTEND MIN 5' ONTO EXISTING BANK.
2. EXISTING GRADE ELEVATIONS ARE BASED ON 2010 SURVEY DATA UNLESS SHOWN OTHERWISE.

GENERAL SHEET NOTES

1. BREACH REPAIR TIE-INS SHALL EXTEND MIN 5' ONTO EXISTING BANK.
2. EXISTING GRADE ELEVATIONS ARE BASED ON 2010 SURVEY DATA.
3. SEE SPECIFICATIONS FOR SETTLEMENT REQUIREMENTS.
**SUMMARY OF REQUIRED STRUCTURES AND SIGNS**

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Sign Type</th>
<th>Support Type to Be Replaced</th>
<th>Description</th>
<th>Number of Structures to Be Replaced</th>
<th>Impact on Marine Navigation</th>
<th>Galvanized Pile Cap</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>C</td>
<td>V</td>
<td>Navigation Aids</td>
<td>4</td>
<td>0</td>
<td>16</td>
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<td>2</td>
<td>A</td>
<td>W</td>
<td>Navigation Aids</td>
<td>1</td>
<td>0</td>
<td>3</td>
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<td></td>
<td>Navigation Aids</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
</tbody>
</table>

**NOTES:**
1. Contractor to remove and properly dispose of substructures following applicable laws.
2. Contractor to use two 3/4" diameter stainless steel rods to bolt the substructure piles together. The rods shall be spaced approximately 8" apart to allow the stainless steel cable to be wrapped between the rods and thus be held in place.
3. All treated timber piles for the four pile navigation aid dolphin shall be 12" x 60'.
4. The 3/4" diameter all-thread ties shall be a minimum of 6" below the top of the batter pile and have 3" vertical clearance from adjacent tie rods.
5. All 3/4" diameter all-thread tie rods shall be secured by notched in place ogee washers and tack welded nuts.
7. Galvanized wood pile caps shall be installed on each pile at Structure 1, Structure 91 and New Pile at Site 4.
9. The 3/4" dia cable shall be secured using 3 stainless steel clamps.

**CONTRACTOR TO REMOVE AND PROPERLY DISPOSE OF SUBSTRUCTURES FOLLOWING APPLICABLE LAWS.**

**CONTRACTOR TO USE TWO 3/4" DIAMETER STAINLESS STEEL RODS TO BOLT THE SUBSTRUCTURE PILES TOGETHER.**

**THE RODS SHALL BE SPACED APPROXIMATELY 8" APART TO ALLOW THE STAINLESS STEEL CABLE TO BE WRAPPED BETWEEN THE RODS AND THUS BE HELD IN PLACE.**

**ALL TREATED TIMBER PILES FOR THE FOUR PILE NAVIGATION AID DOLPHIN SHALL BE 12" X 60'.**

**THE 3/4" DIAMETER ALL-THREAD TIE RODS SHALL BE A MINIMUM OF 6" BELOW THE TOP OF THE BATTER PILE AND HAVE 3" VERTICAL CLEARANCE FROM ADJACENT TIE RODS.**

**ALL 3/4" DIAMETER ALL-THREAD TIE RODS SHALL BE SECURED BY NOTCHED IN PLACE OEGEE WASHERS AND TACK WELDED NUTS.**

**SEE SHEET 35 FOR SIGN TYPE DETAILS.**

**GALVANIZED WOOD PILE CAPS SHALL BE INSTALLED ON EACH PILE AT STRUCTURE 1, STRUCTURE 91 AND NEW PILE AT SITE 4.**


**THE 3/4" DIA CABLE SHALL BE SECURED USING 3 STAINLESS STEEL CLAMPS.**

**NOTE: 1.** The 4" border on the sign shall be a retro-reflective material of orange color. The lettering field shall be a retro-reflective material of white color. The lettering for the warning shall be all black. Warning signs shall be placed only on the side facing the bay.

**WARNING SIGNS SHALL BE PLACED BETWEEN STEEL ANGLE AND ALUMINUM SIGNS.**

We, the undersigned, represent to the best of our knowledge, that the information contained herein is true and correct. This representation is made to bring to the attention of the following: Offical Acceptance of this document as an as-built or permanent record is granted by the undersigned. The undersigned, having caused this document to be prepared, hereby indemnify the appropriate agencies thereof, against any and all claims which may now or hereafter be made upon said agencies arising out of the execution or performance of the work herein referred to.

**AS-BUILT DRAWING**
CONSTRUCTION NOTES:

1. CONTRACTOR SHALL REMOVE AND PROPERLY STORE EXISTING NAVIGATION LIGHTS. CONTRACTOR SHALL MAINTAIN REMOVED LIGHTS IN WORKING ORDER AND RE-INSTALL THE LIGHTS ON THE SAME PILING LOCATION UPON COMPLETION OF THE JOB.

2. INSTALLATION HARDWARE (ie. BASEPLATES, BOLTS, ANGLES, ETC.) IN NEED OF REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

3. NOTCH ROUND TIMBER FILE FOR FLUSH ALUMINUM MOUNTING BRACKET ATTACHMENT.

4. HOLES IN ALUMINUM SHALL BE 1/8" OVERSIZE AND HOLES IN ROUND TIMBER FILE SHALL BE 1/16" OVERSIZE TO ACCOMODATE CORRESPONDING BOLTS.

5. LIGHT PLATFORM SHALL BE CONNECTED TO SUPPORT FRAME ON TOP OF ROUND TIMBER PILE USING ALUMINUM BOLTS, NUTS, & WASHERS. NUTS SHALL BE TACK WELDED TO FRAME AFTER ASSEMBLY. NUTS HOLDING SUPPORT FRAME TO PILING SHALL ALSO BE SECURED.

We record drawing has been prepared based upon information and data existing at the time this agreement was executed. This record drawing document is intended to be an independent verification of the actual conditions that exist.

AS-BUILT DRAWING
1. ALL ELEVATIONS ARE IN NAVD 88 FEET.