GENERAL NOTES

2. FILL AREA ELEVATIONS SHOWN ON THE PLANS ARE BASED ON THE SURVEYS PERFORMED IN FEBRUARY 2005 BY T. BAKER SMITH & SONS, INC. FOR LDNR. BORROW AREA ELEVATIONS SHOWN ON THE PLANS ARE BASED ON SURVEYS PERFORMED IN 2003 BY USACE. PIPELINE CORRIDOR ELEVATIONS SHOWN ON SECTION B-F ON THE PLANS ARE BASED ON SURVEYS PERFORMED IN AUGUST 2007 BY LDNR.

3. THE CONTRACTOR SHALL FOLLOW THE SPECIFIED PIPELINE CORRIDOR AND SHALL NOT, AT ANY TIME, TREAD ON EXISTING MARSH OR VEGETATED WETLANDS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NAVIGATING WITHIN THE LIMITS OF THE PROJECT PLAN AREA AND SHALL NOTIFY LANDOWNERS ACCORDING TO THE LAND RIGHTS MEMORANDUM SHOWN IN APPENDIX C. THE ENGINEER OR HIS REPRESENTATIVE SHALL MONITOR THE LOCATION DURING CONSTRUCTION.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING PIPELINE AND UTILITY OPERATORS AT LEAST 72 HOURS IN ADVANCE OF THE WORK. PIPELINES IN OPEN WATER SHALL BE MARKED BY BUOYS BY THE CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN BUOYS DURING CONSTRUCTION OR HAVE ADEQUATE NAVIGATIONAL EQUIPMENT ON THE CRÍDEO TO AVOID DIGGING IN RESTRICTED AREAS. THE CONTRACTOR SHALL NOT ANCHOR OR EXCAVATE WITHIN 500 FEET OF ANY PIPELINE IN THE MISSISSIPPI RIVER. NO EXCAVATION SHALL BE PERMITTED WITHIN 50 FEET OF THE 20" SHELL OIL PIPELINE IN THE FILL AREA. THE FOLLOWING IS A LIST OF PIPELINE OPERATORS KNOWN TO HAVE PIPELINES IN THE VICINITY. CALL LOUISIANA ONE CALL AT 1-800-272-3020 5 DAYS PRIOR TO EXCAVATION TO LOCATE ANY OTHER PIPELINES OR UTILITIES.

SH. OIL PIPELINE
CONTACT: FLETCHER PUDER
PHONE: (504) 416-4011

ENTERGY SUBMERGED TRANSMISSION LINE
CONTACT: GARY HERTZBERG
PHONE: (985) 850-1253

PLAQUEMINES PARISH WATER LINE
CONTACT: GENE FOX
PHONE: (504) 297-5414

PLANS ALL AMERICAN PIPELINE, L.P.
CONTACT: RUSTY CAVALIER
PHONE: (504) 293-6282

6. PLANS AND SPECIFICATIONS ARE COMPLEMENTARY; WHAT IS REQUIRED BY ONE IS BINDING AS IF REQUIRED BY ALL, CLARIFICATIONS AND INTERPRETATIONS OF, OR NOTIFICATIONS OF MINOR VARIATIONS AND DEVIATIONS IN THE CONTRACT DOCUMENTS, WILL BE ISSUED BY THE ENGINEER.

7. 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.

8. THE MARSH CREATION AREAS AND BORROW AREA MAY BE REVISED BY THE ENGINEER AT THE TIME OF CONSTRUCTION TO REFLECT CHANGES IN FIELD CONDITIONS.

9. ESTIMATED MARSH CREATION QUANTITIES SHOWN ARE FOR BIDING PURPOSES ONLY AND MAY NOT BE ADJUSTED ACCORDING TO CONDITIONS SURVEYED IN FEBRUARY 2005. QUANTITIES WERE CALCULATED USING THE AVERAGE END AREA METHOD OF SECTIONS. THE OWNER RESERVES THE RIGHT TO ADJUST QUANTITIES OF ANY BID ITEM HIGHER OR LOWER WITHOUT ADJUSTMENT OF THE UNIT PRICE.

10. DATA FROM LDNR GAGE BADG-CR-01 IN BAYOU DUPONT WAS USED TO CALCULATE THE MWH AND MLW. ELEVATIONS ARE REFERENCED TO NAVO 58.00 US FEET. MW = 1.07 AND MLW = 0.02.

11. THE CONTRACTOR SHALL PERFORM A MAGNETOMETER SURVEY OF THE BORROW AREA AND THE FILL AREAS AS WELL AS ANY OTHER EXCAVATION LOCATIONS PRIOR TO EXCAVATION. DRAWINGS SHOWING THE TRACK LINES, ANY MAGNETOMETER HITS, COORDINATES, AMPUTATIONS, SIGNATURE TYPE AND SIGNATURE WIDTH OF ALL MAGNETOMETER HITS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO EXCAVATION AS SHOWN IN THIS SPECIFICATIONS.

12. NO EXCAVATION OF MATERIAL IS ALLOWED NEAR THE MISSISSIPPI RIVER FLOOD PROTECTION LEVEE, PLAQUEMINES PARISH FLOOD PROTECTION LEVEE, OR NAOMI SYPHON LEVEE. ALL LEVEE CROSSINGS SHALL BE OVER LAND AND IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

SUMMARY OF ESTIMATED QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NO</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>ESTIMATED QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MOBILIZATION AND DEMOBILIZATION</td>
<td>LUMP SUM</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>SURVEYS</td>
<td>LUMP SUM</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>EARTHEN CONTAINMENT DYES</td>
<td>LINEAR FOOT</td>
<td>20,521</td>
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<tr>
<td>4</td>
<td>JACQUED CASING PIPE</td>
<td>LINEAR FOOT</td>
<td>260</td>
</tr>
<tr>
<td>5</td>
<td>MARSH CREATION FILL</td>
<td>CUBIC YARD</td>
<td>2,315,110</td>
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<tr>
<td>6</td>
<td>SETTLEMENT PLATES</td>
<td>EACH</td>
<td>5</td>
</tr>
<tr>
<td>7</td>
<td>GRADE STAKES</td>
<td>LUMP SUM</td>
<td>1</td>
</tr>
</tbody>
</table>

*THE LINEAR FOOTAGE FOR CONTAINMENT DYES WAS ESTIMATED USING AERIAL PHOTOGRAPHY, FIELD SURVEYS, AND AUTOCAD. THE OWNER RESERVES THE RIGHT TO REQUEST ADDITIONAL DYES BE BUILT FOR CONSTRUCTION AT THE CONTRACTOR’S BID UNIT PRICE PER LINEAR FOOT.*
NOTES:
1. PIPELINE INFORMATION SHOWN ON PLANS IS APPROXIMATE. THE CONTRACTOR SHALL VERIFY PIPELINE LOCATIONS PRIOR TO BEGINNING CONSTRUCTION.
2. ALL PIPELINES LOCATED WITHIN 100' OF THE Dike ALIGNMENTS, FILL AREAS, OR DREDGE PIPELINE CORRIDOR SHALL BE PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES.
3. TRACKED EQUIPMENT SHALL ONLY CROSS THE 20' SHELL PIPELINE USING THE EQUIPMENT ACCESS ROAD, UNLESS OTHERWISE DIRECTED BY THE SHELL REPRESENTATIVE. A SHELL REPRESENTATIVE SHALL BE PRESENT WHEN EQUIPMENT IS TO CROSS THE 20' SHELL PIPELINE. EQUIPMENT CROSSINGS AT THE LEVEE MAY BE PERMITTED WITH THE APPROVAL OF THE SHELL REPRESENTATIVE.
4. SEE SHEET 10 FOR SECTION C-C AND 11 FOR SECTIONS D-D AND E-E.
5. SEE APPENDIX G OF SPECIFICATIONS FOR SOIL BORING LOG INFORMATION.
6. SEE TS-6.5 FOR INFORMATION REGARDING PROPOSED DewaterING LOCATIONS.
7. SEE TS-6.6 FOR INFORMATION REGARDING EXISTING GEOTECHNICAL INSTRUMENTATION STATIONS.
8. NO EXCAVATION SHALL BE PERMITTED WITHIN 100 FEET OF THE EXISTING FLOOD PROTECTION LEVEE WITH THE EXCEPTION OF THE CONTAMINATE Dike TIE-IN AS SHOWN ON SHEET 12.
NOTES:
1. NO EXCAVATION SHALL BE PERMITTED WITHIN 25 FEET OF THE TOE OF THE FLOOD PROTECTION LEVEE.
2. THE CONTRACTOR IS RESPONSIBLE FOR THE INTEGRITY AND MAINTENANCE OF ALL CONTAINMENT DIKES DURING CONSTRUCTION TO FACILITATE THE PLACEMENT OF DREDGED MATERIAL AS SHOWN IN THE PLANS.
3. CHANGES IN THE EARTHEEN CONTAINMENT DIKE AND ENHANCED SPOIL BANK SIDE SLOPES SHALL BE AT NO DIRECT PAY.
4. ALL CONTAINMENT DIKES SHALL BE CONSTRUCTED TO THE CROWN TOLERANCES SHOWN IN THE PLANS.

LEGEND
- EXISTING GROUNDWATER BOTTOM
- MARSH CREATION (FILL)
- ENHANCED SPOIL BANK
- EARTHEEN CONTAINMENT DIKE
- BORROW AREA
- EXISTING FLOOD PROTECTION LEVEE

MISSISSIPPI RIVER SEDIMENT DELIVERY SYSTEM - BAYOU DUPOINT

EARTHEEN CONTAINMENT DETAILS

MISSISSIPPI RIVER SEDIMENT DELIVERY SYSTEM - BAYOU DUPOINT

EARTHEEN CONTAINMENT DETAILS

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

STATE PROJECT NUMBER: BA-36
FEDERAL PROJECT NUMBER: BA-39
DATE: AUGUST 1995

DRAWN BY: JOSEPH CAICU
DESIGNED BY: WHITNEY THOMPSON
APPROVED BY: LEFKA LIBHAL, P.G.

SHEET 11 OF 24
NOTES:
1. THE CONTRACTOR SHALL JACK THE MINIMUM 62" STEEL CASING PIPE UNDER THE NEW ORLEANS AND GULF COAST RAILROAD AND THE TRAVEL LANES OF LOUISIANA HIGHWAY 23 AS PER SECTION TS-1.7 AND IN ACCORDANCE WITH LACOD2000 STANDARD SPECIFICATION 728. CASING PIPE DIAMETER SHALL BE NO GREATER THAN 48".
2. THE CASING PIPE SHALL BE MADE OF SMOOTH STEEL, ASTM A 139 GR. B, WITH MINIMUM YIELD STRENGTH OF 35,000 PSI AND SHALL BE COATED WITH CMML 746 EPOXY-POLYAMIDE PAINT, IN ACCORDANCE WITH THE LACOD2000 STANDARD SPECIFICATION 1008.04.
3. ALL COSTS ASSOCIATED WITH THE EXCAVATION AND PLACEMENT OF THE CASING PIPE SHALL BE PAID PER BID ITEM NO. 4, "JACKED CASING PIPE".
4. SEE SECTIONS TS-1.6 AND TS-1.7 OF THE SPECIFICATIONS FOR INFORMATION REGARDING DREDGE PIPELINE CROSSINGS.
5. BORING LOG 8-5B MAY BE FOUND IN APPENDIX G OF SPECIFICATIONS.
6. THE 30' MINIMUM JACK PIT DISTANCE SHOWN IS BASED ON THE PROPOSED ALIGNMENT SHOWN ON SHEET 7 AND THE STANDARD RAILROAD SPECIFICATIONS WHICH ARE INCLUDED IN APPENDIX I OF THE SPECIFICATIONS.
7. OPTIONAL TRENCH TO BE PAID UNDER BID ITEM NO. 1, MOBILIZATION AND DEMOBILIZATION.
8. TRENCH EXCAVATION SIDE SLOPES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
NOTES:
1. TEMPORARY PIPELINE MARKERS INDICATING OWNER, CONTENTS, AND ADDRESS FOR CONTACTING OWNER SHALL BE PLACED AND MAINTAINED AT EACH TOE OF THE LEVEE NEAR DREDGE PIPELINE.
2. ALL COSTS ASSOCIATED WITH DREDGE PIPELINE CROSSING CONSTRUCTION SHALL BE PAID PER BID ITEM NUMBER 1 "MOBILIZATION AND DEMOBILIZATION".
3. SEE SECTION TS-1.8 OF THE SPECIFICATIONS FOR INFORMATION REGARDING DREDGE PIPELINE CROSSINGS.
NOTES:
1. THE CROWN RAMP OVER THE DREDGE PIPELINE CROSSINGS SHALL CONSIST OF CRUSHED STONE FOR FULL WIDTH (1FT MINIMUM) AND LENGTH OF RAMP. THE CRUSHED STONE MATERIAL SHALL CONFORM TO LADOTD 2000 STANDARD SPECIFICATION 1003.04 (a).
2. TEMPORARY PIPELINE MARKERS INDICATING OWNER, CONTENTS, AND ADDRESS FOR CONTACTING OWNER SHALL BE PLACED AND MAINTAINED AT EACH TOE OF THE LEVEE NEAR DREDGE PIPELINE.
3. ALL COSTS ASSOCIATED WITH DREDGE PIPELINE CROSSING CONSTRUCTION SHALL BE PAID PER BID ITEM NO. 1 “MOBILIZATION AND DEMOBILIZATION”.
4. SEE SECTION TS-1.6 OF THE SPECIFICATIONS FOR INFORMATION REGARDING DREDGE PIPELINE CROSSINGS.

PLAQUEMINES PARISH FLOOD PROTECTION LEVEE

LOUISIANA DEPARTMENT OF NATURAL RESOURCES
COASTAL ENGINEERING DIVISION
617 NORTH 9TH STREET
BATON ROUGE, LOUISIANA 70802

MISSISSIPPI RIVER SEDIMENT DELIVERY SYSTEM - BAYOU DUPONT
STATE PROJECT NUMBER: BA-19
FEDERAL PROJECT NUMBER: BA-19

DATE: JULY 2018
APPROVED BY: LEKE LEBA, P.E.

SHEET 16 OF 24
NOTES:
1. STEEL CASING PIPE CAPS SHALL BE 1/2" THICK AND SHALL BE COATED WITH COAL TAR EPOXY-POLYAMIDE PAINT, IN ACCORDANCE WITH THE LADO200 STANDARD SPECIFICATION 1008.04.
2. CAPS SHALL BE INSTALLED IN ACCORDANCE WITH CONSTRUCTION SPECIFICATIONS AFTER DREDGING OPERATIONS ARE COMPLETE, MANHOLE ELEVATION HAS BEEN ACCEPTED, AND DREDGE SLURRY PIPELINE HAS BEEN REMOVED. CAPS SHALL BE WELDED TO CASING PIPE AND SHALL BE WATER TIGHT.
3. ALL COSTS ASSOCIATED WITH CASING PIPE CAPS SHALL BE PAID FOR PER BID ITEM NO. 1, "MOBILIZATION AND DEMOBILIZATION".

NOTES:
1. ONE MARKER SHALL BE PLACED ON EACH SIDE OF THE RAILROAD AND HIGHWAY AND AT EACH END OF THE CASING PIPES.
2. MARKERS SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH THE LADO200 STANDARD SPECIFICATION 729.
3. A PROPOSED DRAWING SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL IN THE WORK PLAN PRIOR TO CONSTRUCTION.
4. MARKERS SHALL BE PLACED SUBSEQUENT TO BACKFILLING THE JACKING PIT AND PRIOR TO DEMOBILIZATION.
5. ALL COSTS ASSOCIATED WITH DREDGE PIPELINE CROSSING CONSTRUCTION SHALL BE PAID PER BID ITEM NUMBER 1 "MOBILIZATION AND DEMOBILIZATION".