GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NAVIGATING TO THE PROJECT AREA VIA CAMERON MEADOWS OIL FIELD ROAD. DREDGING IS NOT ALLOWED FOR ACCESS. THE ENGINEER OR RESIDENT PROJECT REPRESENTATIVE SHALL MONITOR EQUIPMENT LOCATIONS DURING CONSTRUCTION.

2. THE CONTRACTOR SHALL NOT, AT ANY TIME, TRAVERESE EXISTING MARSH OR VEGETATIVE WETLANDS OUTSIDE THE MARSH CREATION AREAS AND LOCATIONS SHOWN ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

3. PLANS AND SPECIFICATIONS ARE COMPLIMENTARY; 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.

4. 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.

5. THE EARTHEN CONTAINMENT DYES, EARTHEN TERRACES, MARSH CREATION AREAS, AND MARSH CREATION BORROW AREA WERE ESTIMATED FOR CONSTRUCTION USING AERIAL PHOTOGRAPHY, DESIGN SURVEYS, AND AUTOCAD AND MAY BE REVISED BY THE ENGINEER BASED ON RESULTS FROM THE PRE-CONSTRUCTION SURVEYS.

6. THE HYDRAULIC DREDGING QUANTITIES FOR THE MARSH CREATION AREAS ARE BASED ON THE BORROW AREA CUT VOLUME. ACTUAL QUANTITIES FOR PAYMENT WILL BE BASED ON PROCESS SURVEYS OF THE MARSH CREATION BORROW AREA PERFORMED AS PART OF THIS CONTRACT AS REQUIRED IN TS-200 "SURVEYS" OF THE SPECIFICATIONS.

7. THE CONTRACTOR SHALL PERFORM A MAGNETOMETER SURVEY OF THE BORROW AND EXCAVATION AREAS AND ALL PROPOSED ACCESS CORRIDORS PRIOR TO MOBILIZATION FOR CONSTRUCTION DRAWINGS SHOWING THE TRACK LINES, ANY MAGNETOMETER HITS, COORDINATES, AMPLITUDE, SIGNATURE TYPE, AND SIGNATURE WIDTH OF ALL MAGNETOMETER HITS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO MOBILIZATION. ADDITIONAL TRACK LINES SHALL BE RUN IN ACCORDANCE WITH TS-200 OF THE SPECIFICATIONS.

8. PIPELINES AND UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL LOCATE AND MARK ALL PIPELINES AND UTILITIES LOCATED WITHIN 150 FT. OF THE WORK PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL MAINTAIN THESE MARKERS DURING CONSTRUCTION.

9. THE CONTRACTOR IS RESPONSIBLE FOR CONTAINING ALL HYDRAULICALLY CREDEDGED MATERIAL WITHIN THE BOUNDARIES OF THE MARSH CREATION AREAS.

10. BACKGROUND AERIAL IMAGERY ON THE PLANS ARE FROM U.S. DEPARTMENT AGRICULTURE (USDA) NATIONAL AERIAL BAKERY PROGRAM (NAP), OCTOBER OF 2018.

NOTIFICATIONS:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE PIPELINE AND UTILITY OPERATORS LISTED IN SP-11 AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF THE WORK. PIPELINES LOCATED WITHIN 150 FT. OF THE WORK SHALL BE MARKED BY THE CONTRACTOR. THE CONTRACTOR SHALL MAINTAIN BLOYS DURING CONSTRUCTION AND HAVE ADEQUATE NAVIGATIONAL EQUIPMENT ON THE DREDGE TO AVOID DREDGING IN RESTRICTED AREAS. THE CONTRACTOR SHALL CONTACT LOUISIANA ONE CALL AT 1-800-272-3200 FIVE (5) DAYS PRIOR TO ANY EXCAVATION AND/OR DREDGING TO LOCATE ALL PIPELINES OR UTILITIES. THE CONTRACTOR SHALL NOTIFY THE PIPELINE OWNERS LISTED IN SP-11 OF THE SPECIFICATIONS AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO PERFORMING THE WORK.

2. THE CONTRACTOR SHALL NOTIFY THE LANDOWNERS LISTED IN SP-11 OF THE SPECIFICATIONS AT LEAST FIVE (5) WORKING DAYS PRIOR TO PERFORMING THE WORK AND ADHERE TO CPRA LAND RIGHTS AGREEMENT IN APPENDIX D.
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<td>HIGHWAY MILLING AND ASPHALT OVERLAY (TS-1101)</td>
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**ALTERNATE 1**

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**ALTERNATE 2**

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1. WHERE THE QUANTITY OF WORK WITH RESPECT TO ANY ITEM IS COVERED BY A UNIT PRICE, SUCH QUANTITIES ARE ESTIMATED QUANTITIES TO BE USED WHEN COMPARE BIDS. THE RIGHT IS RESERVED BY THE OWNER TO INCREASE OR DECREASE SUCH QUANTITIES UP TO 25% WITHOUT ADJUSTMENT OF THE UNIT PRICE AS MAY BE NECESSARY TO COMPLETE THE WORK AS DESCRIBED IN THESE PLANS AND SPECIFICATIONS AND/OR REMAIN WITHIN FUNDING LIMITS. PAYMENT FOR THE HYDRAULIC DREDGING-MARSH CREATION SHALL BE BASED ON THE MeASURED CUT VOLUME OF THE OFFSHORE BORROW AREA.
NO. 01-001-0020-0000

NOTES:
1. BACKGROUND IMAGERY WAS TAKEN IN 2018.
2. PIPELINE INFORMATION SHOWN ON PLANS IS APPROXIMATE. CONTRACTOR SHALL VERIFY EXACT LOCATION PRIOR TO CONSTRUCTION.
3. ALL PIPELINES LOCATED WITHIN 150' OF ANY CONSTRUCTION FEATURE SHALL BE PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES.
4. EARTH TERRACES SHALL BE CONSTRUCTED TO AVOID EXISTING VEGETATED WETLANDS.
5. ALL VERIFIED PIPELINES WERE CONFIRMED IN CSC TECHNOLOGIES MAGNETOMETER SURVEYS.
6. SEE SHEET 8 FOR ALTERNATE 1 AND ALTERNATE 2 LAYOUT.
7. THE DREDGING PIPELINE SHALL NOT TOUCH THE WATER BOTTOM WHEN CROSSING PIPELINES.

LA HIGHWAY 82 CROSSING LOCATION
(SEE SHEETS 33-39)

STAGING AREA
CAMERON MEADOWS OILFIELD ROAD

STAGING AREA

IDENTIFIED PIPELINE WITH LESS THAN 3.0' OF COVER
(SEE NOTE 7)

IDENTIFIED PIPELINES WITH LESS THAN 3.0' OF COVER
(SEE NOTE 7)

GULF OF MEXICO

MCBA

DPC/IEAC (SEE NOTE 7)

STATE HIGHWAY 82

MCBA

EBA
NOTES:
1. THE CONTRACTOR MAY DISTURB UP TO THREE (3) FEET BENEATH AFTER DREDGE (AD) ELEVATION WITH THEIR EQUIPMENT.
2. CORES MAY NOT FALL DIRECTLY ON CROSS SECTION LINE, BUT ARE LOCATED SUFFICIENTLY CLOSE TO REPRESENT SIMILAR MATERIAL.
3. WIDTH OF LAYERS IS REPRESENTATIVE ONLY. ACTUAL MATERIAL MAY VARY.
4. THE MAXIMUM AFTER DREDGE ELEVATIONS ARE THE MAXIMUM DEPTHS ALLOWED WITHIN THE BORROW AREA PER THE PERMITS AND BASED ON THE AFTER DREDGE SURVEYS.
NOTES:
1. THE EARThEN CONTAINMENT DIKES SHALL BE CONSTRUCTED USING IN-SITU MATERIAL.
2. EXTERNAL DIKE BORROW AREA WILL NOT BE BACKFILLED AT THE END OF CONSTRUCTION.
NOTES:
1. THE EARTHEN CONTAINMENT DIKES SHALL BE CONSTRUCTED USING IN-SITU MATERIAL.
2. EXTERNAL DIKE BORROW AREA WILL NOT BE BACKFILLED AT THE END OF CONSTRUCTION.
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NOTES:
1. DREDGE PIPELINE SHALL BE PLACED ON THE WEST SHOULDER OF LONG BEACH ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. ACCESS TO LONG BEACH ROAD AND DRIVEWAYS MUST BE MAINTAINED DURING CONSTRUCTION, EXCEPT DURING THE 24-HOUR PERIOD ALLOTTED TO INSTALL THE DREDGE PIPELINE AT THE LONG BEACH ROAD CROSSING.
4. ALL PIPELINES AND UTILITIES WITHIN 15' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROTECTED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
5. BIRD ABATEMENT PLAN SHALL BE PROVIDED IN THE WORK PLAN.
6. BEACH SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS PRIOR TO DEMOBILIZATION.
NOTES:
1. DREDGE PIPELINE SHALL BE PLACED ON THE WEST SHOULDER OF LONG BEACH ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. ACCESS TO LONG BEACH ROAD AND DRIVEWAYS MUST BE MAINTAINED DURING CONSTRUCTION, EXCEPT DURING THE 24 HOUR PERIOD ALLOTTED TO INSTALL THE DREDGE PIPELINE AT THE LONG BEACH ROAD CROSSING.
4. ALL PIPELINES AND UTILITIES WITHIN 100' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
NOTES:

1. DREDGE PIPELINE SHALL BE PLACED ON THE WEST SHOULDER OF LONG BEACH ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. ACCESS TO LONG BEACH ROAD MUST BE MAINTAINED DURING CONSTRUCTION. THE CONTRACTOR IS ALLOWED 24 HOURS TO INSTALL THE DREDGE PIPELINE THAT MAY CROSS LONG BEACH ROAD. THE CONTRACTOR SHALL CONSTRUCT A RAMP OVER THE DREDGE PIPELINE TO ALLOW FOR TRAFFIC CROSSING.
4. ALL PIPELINES AND UTILITIES WITHIN 100' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
5. ALL WETLANDS IMPACTED BY THE EQUIPMENT ACCESS CORRIDOR SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS.
6. THE DREDGE PIPELINE SHALL NOT TOUCH THE GROUND OR WATER BOTTOM WHEN CROSSING UTILITIES AND/OR PIPELINES.
NOTES:
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD, NORTH OF THE ROAD CROSSING.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. ACCESS TO CAMERON MEADOWS OIL FIELD ROAD AND DRIVEWAYS MUST BE MAINTAINED DURING CONSTRUCTION. THE CONTRACTOR IS ALLOWED 24 HOURS TO INSTALL THE DREDGE PIPELINE THAT MAY CROSS CAMERON MEADOWS OIL FIELD ROAD. THE CONTRACTOR SHALL CONSTRUCT A RAMP OVER THE DREDGE PIPELINE TO ALLOW FOR 18 WHEELER TRAFFIC CROSSING.
4. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
5. ALL WETLANDS IMPACTED BY THE EQUIPMENT ACCESS CORRIDOR SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS.
6. THE DREDGE PIPELINE SHALL NOT TOUCH THE GROUND OR WATER BOTTOM WHEN CROSSING UTILITIES AND/OR PIPELINES.
NOTES:
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE SHALL AVOID IMPACTS TO OVERHEAD POWER LINES.
3. ACCESS TO CAMERON MEADOWS OIL FIELD ROAD AND DRIVEWAYS SHALL BE MAINTAINED DURING CONSTRUCTION. EXCEPT DURING THE 24 HOUR PERIOD ALLOTTED TO INSTALL THE DREDGE PIPELINE AT THE CAMERON MEADOWS OIL FIELD ROAD CROSSING.
4. ALL PIPELINES AND UTILITIES WITHIN 150 OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
5. THE DREDGE PIPELINE SHALL NOT TOUCH THE GROUND OR WATER BOTTOM WHEN CROSSING UTILITIES AND/OR PIPELINES.
NOTES:
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. MUST MAINTAIN ACCESS OF CAMERON MEADOWS OIL FIELD ROAD.
4. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
5. DREDGE PIPELINE MUST FLOAT ON EAST SIDE OF WOODEN BRIDGE.
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
4. MUST MAINTAIN ACCESS OF CAMERON MEADOWS OIL FIELD ROAD.
5. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
NOTES:
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. MUST MAINTAIN ACCESS OF CAMERON MEADOWS OIL FIELD ROAD.
4. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
BOAT LAUNCH CROSSING COORDINATES

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NOTES:

1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. ACCESS TO CAMERON MEADOWS OIL FIELD ROAD AND BOAT LAUNCH MUST BE MAINTAINED DURING CONSTRUCTION. EXCEPT DURING THE 24 HOUR PERIOD ALLOTTED TO INSTALL THE DREDGE PIPELINE AT THE CAMERON MEADOWS OIL FIELD ROAD CROSSING. THE BOAT LAUNCH SHALL BE RELOCATED (SEE SHEET 45 FOR DETAILS) BY THE CONTRACTOR APPROXIMATELY 87.5 SOUTHWARD TO AVOID EXISTING PIPELINES.
4. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROTECTED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
5. THE DREDGE PIPELINE SHALL NOT TOUCH THE GROUND OR WATER BOTTOM WHEN CROSSING UTILITIES AND/OR PIPELINES.
NOTES:
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. MUST MAINTAIN ACCESS OF CAMERON MEADOWS OIL FIELD ROAD.
4. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. MUST MAINTAIN ACCESS OF CAMERON MEADOWS OIL FIELD ROAD.
4. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
5. DREDGE PIPELINE SHALL CROSS THE MOTORIZED GATE ON THE EAST SIDE OF CAMERON MEADOWS OIL FIELD ROAD.

MATCHLINE M

MOTORIZED GATE CROSSING COORDINATES

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MOTORIZED GATE CROSSING (SEE NOTE 5)
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.

2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.

3. ACCESS TO CAMERON MEADOWS OIL FIELD ROAD MUST BE MAINTAINED DURING CONSTRUCTION. THE CONTRACTOR IS ALLOWED 24 HOURS TO INSTALL THE DREDGE PIPELINE THAT MAY CROSS CAMERON MEADOWS OIL FIELD ROAD. THE CONTRACTOR SHALL CONSTRUCT A RAMP TO ACCOMMODATE 18 WHEELER TRAFFIC (SEE SHEET 42 AND 46 FOR DETAILS).

4. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.

5. THE DREDGE PIPELINE SHALL NOT TOUCH THE GROUND OR WATER BOTTOM WHEN CROSSING UTILITIES AND/OR PIPELINES.
NOTES:
1. MUST MAINTAIN ACCESS OF CAMERON MEADOWS OIL FIELD ROAD.
2. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES.
3. THE DREDGE PIPELINE SHALL NOT TOUCH THE GROUND OR WATER BOTTOM WHEN CROSSING UTILITIES AND/OR PIPELINES.
NOTES:
1. DREDGE PIPELINE SHALL BE PLACED ON THE EAST SHOULDER OF CAMERON MEADOWS OIL FIELD ROAD.
2. INSTALLATION OF THE DREDGE PIPELINE MUST AVOID IMPACTS TO OVERHEAD POWER LINES.
3. ALL PIPELINES AND UTILITIES WITHIN 150' OF THE EQUIPMENT ACCESS CORRIDOR SHALL BE IDENTIFIED, PROTECTED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES. IF THE DREDGE PIPELINE IS BURIED, UTILITIES SHALL BE AVOIDED.
4. ALL WETLANDS IMPACTED BY THE EQUIPMENT ACCESS CORRIDOR SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS PRIOR TO DEMOBILIZATION.
5. THE DREDGE PIPELINE SHALL NOT TOUCH THE GROUND OR WATER BOTTOM WHEN CROSSING UTILITIES AND/OR PIPELINES.
PHASE 1 (CASING PIPE INSTALLATION):
1. PLACEMENT OF 9'-0" WIDE OF CRUSHED AGGREGATE AND GEOTEXTILE FABRIC ON THE EASTBOUND SHOULDER
2. PLACEMENT OF TEMPORARY TRAFFIC CONTROL (TTC) DEVICES SHALL BE IN ACCORDANCE WITH DOTD TTC-04 AND INCLUDE:
   - TRITON BARRIERS
   - FLAGGERS
   - TEMPORARY SIGNAGE
   - PORTABLE LIGHT PLANTS
3. BRAZED TRENCH EXCAVATION MAINTAINING A 12'-0" MIN TRAVEL LANE WIDTH
4. PLACEMENT OF CASING PIPE
5. BACKFILL ROADWAY EXCAVATED TRENCH AND PLACE ASPHALT PAVEMENT PATCHING. SEE "EXCAVATION PIT DETAIL" ON SHEET 51 OF CONSTRUCTION DRAWING FOR TRENCH DETAIL. SEE TS-1100 OF THE SPECIFICATION FOR PAVEMENT PATCH DETAILS

NOTES:
1. ALL TTC DEVICES SHALL BE USED IN ACCORDANCE WITH THE "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES" (LATEST EDITION) AND THE MUTCD, 2009, AND SHALL MEET THE MCHRP REPORT 360 OR MASH REQUIREMENTS FOR TEST LEVEL 3 DEVICES, (SEE LA DOTD TEMPORARY TRAFFIC CONTROL SHEETS TTC-00 (A THROUGH D), TTC-02, AND TTC-04).
2. DURING PHASE 1 OF PERMANENT CASING PIPE INSTALLATION, FLAGGERS OR TEMPORARY TRAFFIC SIGNALS SHALL BE USED (2475), PORTABLE LIGHT PLANT SHALL BE INSTALLED AT EACH FLAGGER STATION, AND IF NIGHT OPERATIONS ARE CONDUCTED, PORTABLE LIGHT PLANTS SHALL BE USED AT THE WORK SITE.
3. ALL NIGHTTIME OPERATIONS SHALL BE CONDUCTED IN ACCORDANCE WITH SECTION 713.10 OF "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES", LATEST EDITION.
4. SEE TS-1100 FOR TRAFFIC CONTROL REQUIREMENTS.
5. NO WORK WILL BE PERFORMED DURING PEAK HURRICANE SEASON (AUGUST 1ST TO OCTOBER 30TH).
6. TRITON BARRIER SYSTEM SHALL BE FLARED ON BOTH ENDS IN ACCORDANCE WITH THE "MUTCO" (LATEST EDITION) AND AASHTO GUIDELINES.
PHASE 2 (CASING PIPE INSTALLATION):
1. PLACEMENT OF TEMPORARY TRAFFIC CONTROL (TTC) DEVICES SHALL BE IN ACCORDANCE WITH DOTD TTC-04 AND INCLUDE:
   - TRITON BARRIERS
   - FLAGGERS
   - TEMPORARY SIGNAGE
   - PORTABLE LIGHT PLANTS
2. BRACED TRENCH EXCAVATION MAINTAINING A 12" (MIN) TRAVEL LANE WIDTH
3. PLACEMENT OF CASING PIPE
4. BACKFILL ROADWAY EXCAVATED TRENCH AND PLACE ASPHALT PAVEMENT PATCHING. SEE "EXCAVATION PIT DETAIL" ON SHEET 31 OF CONSTRUCTION DRAWING FOR TRENCH DETAIL. SEE TS-1100 OF THE SPECIFICATION FOR PAVEMENT PATCH DETAILS.

NOTES:
1. ALL TTC DEVICES SHALL BE USED IN ACCORDANCE WITH THE "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES" LATEST EDITION, AND THE MUTCD, 2009, AND SHALL MEET THE NCHRP REPORT 350 OR MASH REQUIREMENTS FOR TEST LEVEL 3 DEVICES. (SEE DOTD TEMPORARY TRAFFIC CONTROL SHEETS TTC-00 (A THROUGH D), TTC-02, AND TTC-04)
2. DURING PHASE 1 AND PHASE 2 OF PERMANENT CASING PIPE INSTALLATION, FLAGGERS SHALL BE USED 24/7. PORTABLE LIGHT PLANTS SHALL BE INSTALLED AT EACH FLAGGER STATION. AND, IF NIGHT OPERATIONS ARE CONDUCTED, PORTABLE LIGHT PLANTS SHALL BE USED AT THE WORK SITE.
3. ALL NIGHTTIME OPERATIONS SHALL BE CONDUCTED IN ACCORDANCE WITH SECTION 713.10 OF "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES", LATEST EDITION.
4. SEE TS-1100 FOR TRAFFIC CONTROL REQUIREMENTS.
5. NO WORK WILL BE PERFORMED DURING PEAK HURRICANE SEASON (AUGUST 1ST TO OCTOBER 30TH).
6. TRITON BARRIER SYSTEM SHALL BE FLARED ON BOTH ENDS IN ACCORDANCE WITH THE "MUTCD" LATEST EDITION AND ASHHTO GUIDELINES.
PHASE 3 (DREDGING OPERATIONS)

1. PLACEMENT OF TEMPORARY TRAFFIC CONTROL (TTC) DEVICES SHALL BE INSTALLED AND MAINTAINED AS SHOWN ON THE PLANS UNTIL THE MARSH CREATION AREAS HAVE BEEN ACCEPTED. THE TEMPORARY SEDIMENT PIPELINE HAS BEEN REMOVED, AND THE ACCESS PITS HAVE BEEN BACKFILLED. TTC DEVICES SHALL BE IN ACCORDANCE WITH DOTD TTC-04 AND MAY INCLUDE:
   - TRITON BARRIER
   - TEMPORARY SIGNAGE

2. FOLLOWING INSTALLATION, THE TEMPORARY SEDIMENT PIPELINE WILL BE LOCATED WITHIN THE CLEAR ZONE.

NOTES:

1. ALL TTC DEVICES SHALL BE USED IN ACCORDANCE WITH THE "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES" (LATEST EDITION), AND THE MUTCD 2009, AND SHALL MEET THE NCHRP REPORT 350 OR MASH REQUIREMENTS FOR TEST LEVEL 3 DEVICES. (SEE DOTD TEMPORARY TRAFFIC CONTROL SHEETS TTC-90 (A THROUGH D), TTC-02, AND TTC-04)

2. A TRITON BARRIER SYSTEM SHALL BE USED TO SHIELD FORMIDABLE OBSTACLES FROM PIPELINE AND EQUIPMENT WITHIN THE CLEAR ZONE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE "ROADSIDE DESIGN GUIDE" (AASHTO 4TH EDITION, 2011) AND TS-1100 OF THE SPECIFICATIONS.

3. SUFFICIENT SIGNAGE IDENTIFYING THE WORK AREA SHALL BE INSTALLED AND REMAIN THROUGHOUT THE DURATION OF THE PROJECT.

4. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGES TO UTILITIES, OIL AND GAS PIPELINE(S) AND/OR ANY DAMAGE TO THE SEDIMENT PIPELINE CAUSED BY SUCH.

5. FOLLOWING PLACEMENT OF PAVEMENT PATCH, THERMOPLASTIC PAVEMENT MARKINGS SHALL CONFORM TO THE "LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES", LATEST EDITION, SECTION 732.

6. SEE TS-1100 FOR TRAFFIC MAINTENANCE REQUIREMENTS.

7. NO OVERNIGHT STORAGE OF EQUIPMENT WILL BE ALLOWED WHEN NOT DIRECTLY WORKING ON HIGHWAY CROSSING.

LEGEND

- EXISTING HIGHWAY
- ACCESS PIT EXCAVATION
- CRUSHED AGGREGATE SHOULDER
- HARVEST 9'
- PIPELINE
- ASPHALT PAVEMENT PATCHING
- TELEPHONE CABLE (UNDERGROUND)
- CRUSHED AGGREGATE SHOULDER
- TELEPHONE CABLE (UNDERGROUND)
- EXISTING LIMESTONE ROAD
- WATER LINE
- FENCE
- OVERHEAD POWER LINE
- BARRIERS
CASING PIPE INSTALLATION

LEGEND

- EXISTING HIGHWAY
- BEDDING MATERIAL
- ACCESS PIT EXCAVATION
- GEOTEXTILE FABRIC
- ROADWAY EXCAVATION
- EXISTING GROUND
- PAVEMENT PATCH
- BACKFILL
SEDIMENT DELIVERY PIPELINE
PIPE SIZE DREDGE SLURRY

PROPERTY OF LOUISIANA COASTAL PROTECTION AND RESTORATION AUTHORITY
CONTACT CAMERON PARISH POLICE JURY
148 SMITH CIRCLE
CAMERON, LA 70631

51 INCH SEDIMENT DELIVERY CONCRETE CASING PIPE

COASTAL PROTECTION AND RESTORATION AUTHORITY

CASING PIPE CAP DETAIL
NOT TO SCALE

CASING PIPE CAP NOTES:
1. CAPS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS.
2. SEE TS-1100 FOR CASING PIPE CAP DETAILS.

SEDIMENT DELIVERY CONCRETE CASING PIPE
PROPERTY OF LOUISIANA COASTAL PROTECTION AND RESTORATION AUTHORITY
CONTACT CAMERON PARISH POLICE JURY
148 SMITH CIRCLE
CAMERON, LA 70631

CASING PIPE CAP
0.5 MIN. THICKNESS
BASED ON CONCRETE CASING PIPE DIAMETER

CASING PIPE CAP DETAIL
NOT TO SCALE

CASING PIPE MARKER NOTES:
1. CASING PIPE MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH LABOTD LATEST STANDARD SPECIFICATION 729.
2. PROPOSED DRAWING SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL IN THE WORK PLAN PRIOR TO CONSTRUCTION.
3. MARKERS SHALL BE PLACED PRIOR TO SEDIMENT PIPELINE INSTALLATION AND REMOVED FOLLOWING SEDIMENT PIPELINE REMOVAL.
4. SEE TS-1100 FOR CASING PIPE MARKER DETAILS.

TEMPORARY PIPELINE MARKER NOTES:
1. MARKERS SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH LABOTD LATEST STANDARD SPECIFICATION 729.
2. PROPOSED DRAWING SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL IN THE WORK PLAN PRIOR TO CONSTRUCTION.
3. MARKERS SHALL BE PLACED PRIOR TO SEDIMENT PIPELINE INSTALLATION AND REMOVED FOLLOWING SEDIMENT PIPELINE REMOVAL.
4. SEE TS-1100 FOR TEMPORARY PIPELINE MARKER DETAILS.

CASING PIPE MARKER DETAIL
NOT TO SCALE

TEMPORARY PIPELINE MARKER DETAIL
NOT TO SCALE
MILLING AND ASPHALT OVERLAY EXTENTS

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LIMIT OF PLASTIC PAVEMENT STRIPING AND REFLECTORIZED RAISED PAVEMENT MARKINGS (100 LINEAR FEET)

BEGIN MILLING AND ASPHALT OVERLAY (SEE NOTE 1)

END MILLING AND ASPHALT OVERLAY (SEE NOTE 1)

LEGEND

- EXISTING HIGHWAY
- ASPHALT PAVEMENT PATCHING
- CASING PIPE
- FENCE

NOTES:

1. BUTT JOINTS SHALL BE MILLED 30 FEET ON EACH SIDE OF AND PERPENDICULAR TO THE CENTER LINE OF THE CROSSING.
2. TWO (2) INCHES OF EXISTING ASPHALT PAVEMENT SHALL BE MILLED. MILLING ASPHALT PAVEMENT SHALL CONFORM TO LA DOTD SPECIFICATION 509.
3. ONE HUNDRED PERCENT OF RECLAIMED ASPHALT PAVEMENT (RAP) SHALL BE RETAINED BY THE CONTRACTOR.
4. ASPHALT PAVEMENT BE APPLIED TO THE MILLED SURFACE IN ACCORDANCE WITH LA DOTD SPECIFICATION 504 PRIOR TO PLACEMENT OF ASPHALT CONCRETE.
5. ASPHALT CONCRETE SHALL BE PLACED IN ACCORDANCE WITH LA DOTD SPECIFICATION 502 AND SHALL BE SUPERPAVE JMF 007 OR EQUIVALENT.
6. TEMPORARY TRAFFIC CONTROLS SHALL ADHERE TO TTC-00(A) THROUGH TTC-00(D), TTC-02, AND TTC-04. FLAGGERS OR TRAFFIC SIGNALS SHALL BE USED DURING LANE CLOSURES AND MOVING LANE CLOSURES.
7. ANY DAMAGE (DURING MILLING AND OVERLAY OPERATIONS) TO EXISTING PAVEMENT MARKINGS OUTSIDE OF THE PROJECT AREA AND THESE PLANS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.
MILL AND OVERLAY
TYPICAL SECTION

NOTES:
1. TWO (2) INCHES OF EXISTING PAVEMENT SHALL BE MILLED. THE CONTRACTOR SHALL MATCH EXISTING CROSS SLOPES.
2. BUTT JOINTS SHALL BE MILLED 50 FEET ON EACH SIDE OF AND PERPENDICULAR TO THE CENTER LINE OF THE CROSSING.
3. MILLED SURFACE SHALL BE CLEANED PRIOR TO THE APPLICATION OF ASPHALT TACK COAT. ASPHALT TACK COAT SHALL BE EVENLY APPLIED ACROSS THE MILLED SURFACE.
4. ONE, TWO (2) INCH LIFT OF ASPHALT CONCRETE SHALL BE PLACED OVER THE MILLED PAVEMENT. THE CONTRACTOR SHALL MATCH EXISTING CROSS SLOPES AND GRADES.
5. PLASTIC PAVEMENT STRIPING AND REFLECTORIZED RAISED MARKERS, REMOVED OR DAMAGED AS PART OF THIS WORK, SHALL BE REPLACED.
NOTE:
The crown ramp over the pipeline crossings shall consist of crushed stone for full width and length of ramp. The crushed stone material shall conform to DOTD Specification 1003.6.1.
NOTE:
TRENCH EXCAVATION SHALL BE BACK FILLED FROM THE TEMPORARY SPOIL AREAS.
MARSH CREATION AREA GRADE STAKE DETAIL
NOT TO SCALE

GRADE STAKE SIGN NOTE:
The grade stake sign shall be constructed using a rigid substrate with Engineer-grade reflective sheeting according to the specifications.

INSTRUMENTED SETTLEMENT PLATE
NOT TO SCALE

1. The instrumented settlement plates shall be installed at the locations shown on the plans, or as directed by the engineer.
2. CPOA to install instrumentation onto the settlement plates in the field with assistance from the contractor.
3. Driven depth of the anchor pipe will be determined by the engineer or resident project representative in the field.