INVITATION TO BID
ADDENDUM

STATE OF LOUISIANA

DIVISION OF ADMINISTRATION
OFFICE OF STATE PURCHASING

BIDS WILL BE PUBLICLY OPENED:

FEB 02, 2012 10:00 AM

PURCHASING AGENCY NO. : 107001

=====> **VENDOR NO. :**
SOLICITATION : 2247169
FILE NO. : S28203DL
OPENING DATE : 02/02/12

=====> **VENDOR NAME AND ADDRESS**

<-FOLD

FILL IN VENDOR NUMBER (FEIN), NAME AND ADDRESS ABOVE, BEFORE SUBMITTING BID.

RETURN BID TO

2247169 02/02/12 10:00 AM S28203DL

OFFICE OF STATE PURCHASING
OFFICE OF STATE PURCHASING
POST OFFICE BOX 94095
BATON ROUGE, LA 70804-9095

BUYER	:	**HILARY STEPHENSON**
BUYER PHONE	:	**(225) 342-8022**
DATE ISSUED	:	**11/16/11**
REQ. AGENCY	:	**109002**
		OFFICE OF COASTAL PROTECTION AND RE
AGENCY REQ. NO.	:	**CED120006**
ISIS REQ. NO.	:	**1342127**
VENDOR PHONE	:	
FISCAL YEAR	:	**12**
CLASS/SUBCLASS	:	**96273**
SCHEDULED BEGIN DATE	:	**00/00/00**
SCHEDULED END DATE	:	**00/00/00**
T-NUMBER	:	

RIVERINE SAND MINING / SCOFIELD ISLAND
RESTORATION (BA-40), PLAQUEMINES PARISH

SPECIFICATION CHANGES

ADDENDUM # 08
JANUARY 27, 2012

THE ATTACHED EIGHTEEN (18) PAGES, PAGES 3-20 OF THIS ADDENDUM, HAVE BEEN ADDED TO THE SPECIFICATIONS FOR THE ABOVE REFERENCED SOLICITATION.

THIS ADDENDUM IS HEREBY OFFICIALLY MADE A PART OF THE REFERENCED SOLICITATION.

ACKNOWLEDGEMENT: IF YOU HAVE ALREADY SUBMITTED YOUR BID AND THIS ADDENDUM DOES NOT CAUSE YOU TO REVISE YOUR BID, YOU SHOULD ACKNOWLEDGE RECEIPT OF THIS ADDENDUM BY IDENTIFYING YOUR BUSINESS NAME AND BY SIGNING WHERE INDICATED. YOU MAY RETURN THIS ACKNOWLEDGEMENT BY MAIL TO: OFFICE OF STATE PURCHASING, POST OFFICE BOX 94095 BATON ROUGE, LA 70804-9095 BY HAND DELIVERY TO: 1201 N. THIRD STREET, SUITE 2-160 BATON ROUGE, LA 70802 OR BY FAX TO: (225) 342-8688. THE STATE RESERVES THE RIGHT TO REQUEST A COMPLETED ACKNOWLEDGEMENT AT ANY TIME. FAILURE TO EXECUTE AN ACKNOWLEDGEMENT SHALL NOT RELIEVE THE BIDDER FROM COMPLYING WITH THE TERMS OF THE BID.

FOLD->

ADDENDUM ACKNOWLEDGED / NO CHANGES:

FOR: _____ BY: _____

REVISION: IF YOU HAVE ALREADY SUBMITTED YOUR BID AND THIS ADDENDUM REQUIRES YOU TO REVISE YOUR BID, YOU MUST INDICATE ANY CHANGE(S) BELOW, IDENTIFY YOUR BUSINESS NAME AND SIGN WHERE SHOWN.

VENDOR PHONE NUMBER: **FAX NUMBER:**	**TITLE**	**DATE**

SIGNATURE OF BIDDER
(MUST BE SIGNED)

SOLICITATION AMENDMENT TEXT	INVITATION TO BID	
NUMBER: 2247169 OPEN DATE: 02/02/12 TIME: 10:00 AM T-NUMBER:	BIDDER:	PAGE 2

REVISIONS SHALL BE DELIVERED PRIOR TO BID OPENING IN A SEALED ENVELOPE MARKED WITH THE FILE NUMBER AND THE BID OPENING DATE AND TIME, EITHER BY MAIL TO: OFFICE OF STATE PURCHASING, POST OFFICE BOX 94095, BATON ROUGE, LA 70804-9095, OR BY HAND DELIVERY TO: 1201 NORTH THIRD STREET, SUITE 2-160, BATON ROUGE, LA 70802, OR BY FAX TO: 225-342-8688. ELECTRONIC TRANSMISSIONS OTHER THAN BY FAX ARE NOT BEING ACCEPTED AT THIS TIME.

REVISIONS RECEIVED AFTER BID OPENING SHALL NOT BE CONSIDERED AND YOU SHALL BE HELD TO YOUR ORIGINAL BID.

REVISION: _____

_____

FOR: _____ *BY:* _____

ADDENDUM 08 TO PLANS AND CONTRACT DOCUMENTS

FOR

RIVERINE SAND MINING / SCOFIELD ISLAND RESTORATION PROJECT (BA-40)

PLAQUEMINES PARISH, LOUISIANA

Louisiana Coastal Protection and Restoration Authority

LOUISIANA COASTAL PROTECTION AND RESTORATION AUTHORITY

JANUARY 2012

ADDENDUM 08 TO BID DOCUMENTS
RIVERINE SAND MINING / SCOFIELD ISLAND RESTORATION PROJECT (BA-40)
FILE NUMBER: S28203DL

The clarifications and revisions in this addendum supersede the requirements in the Bid Documents dated October 2011. The Successful bidder will be issued a revised set of plans and specifications.

1. QUESTIONS SUBMITTED BY THE CONTRACTORS

1.1 Question: Regarding Addendum 7, section 3.28, TS-16 Flotation Channels states the contractor is required to construct the flotation channel from 48+66 to 66+51 (and 190+00 to 200+68) to within template; however, there is no adjacent temporary sidecast disposal areas shown from about station 51+50 to the start of the dike at about station 56+50. Will this material be allowed to be sidecast, or will this material need to be transported to within the fill area or transported to a temporary sidecast disposal area, as shown on plan sheet 22?

Answer: Material will be required to be placed within the temporary sidecast disposal areas, within the fill templates or to construct containment dikes. TS-16.3 states "Dredged material shall be deposited in the approved temporary sidecast disposal areas as shown on the Plans and Permits or used for constructing and maintaining containment dikes. The excavated material may be used as fill material within the beach and dune or marsh fill templates if approved by the Engineer. Some of these options may require double handling of material. Accordingly, the double handling of the material shall be included in the bid. Double handling shall be at no additional cost to the Owner and shall not be a basis of claim for additional costs or time."

1.2 Question: Regarding Addendum 7, section 3.28, TS-16 Flotation Channels states the contractor is required to excavate the flotation channel from 48+66 to 66+51 (and 190+00 to 200+68) to within template. Is this channel required to be backfilled? If not, can the spoils remain in the temporary sidecast disposal areas, or will this material need to be transported to within the fill area?

Answer: Flotation Channel Stations 48+66 to 66+51 and 190+00 to 200+68 are not required to be backfilled. Refer to revised Specification TS-16 FLOTATION CHANNELS, 16.3 Material Handling in Section 2 of this Addendum.

1.3 Question: Regarding Addendum 7, section 3.28, TS-16 Flotation Channels states "For these mandatory segments the flotation channels shall be constructed within the lines, grades, and elevations specified in the Specifications and as shown on the plans". Is the intention of this statement for the contractor to excavate the mandatory channel to the full limits of the allowable template, or is something else intended?

Answer: Refer to TS-16.5 Flotation Channel Tolerances wherein it states "The flotation channels shall be maintained in a useable configuration dredged as deep and

wide as needed for equipment access and containment dike construction but no deeper than the maximum depth of -8.0 ft NAVD88 or wider than the maximum width as shown on the Plans for the duration of the Project."

1.4 Question: Regarding Addendum 7, section 3.26, TS-15 Containment Dikes, for the containment dike segment CDN-01 to CDN-02, does all borrow for this segment have to come from the optional interior borrow channels, or will excavation of exterior adjacent borrow for construction of this segment be allowed?

Answer: The Flotation Channel and optional interior borrow channels are the permitted borrow sources for containment dike construction. No additional exterior adjacent borrow sources are allowed for containment dike segment CDN-01 to CDN-02.

1.5 Question: Specs TS-17 Page 95 paragraph 17.2.1 Posts are (10) ten feet long driven (6) six feet in the ground. The Plans Sheet 38 of 57 "Fencing Detail" shows (8) eight foot posts. Which length of post is correct?

Answer: Refer to revised Specification TS-16 FLOTATION CHANNELS, 16.3 Material Handling in Section 2 of this Addendum.

2. REVISIONS TO THE GENERAL PROVISIONS, SPECIAL PROVISIONS, AND TECHNICAL SPECIFICATIONS

2.1 TS-16 FLOTATION CHANNELS, 16.3 Material Handling – The second paragraph of the specification has been revised as follows:

Material placed in the temporary sidecast disposal areas in the vicinity of Scofield Pass must conform to the elevations, grades, and lines specified in the Plans and shall be marked using warning signs as specified in TS-20. Material remaining in the temporary sidecast disposal areas shall be reworked to ±0.5 ft of the pre-construction elevations prior to demobilization. Excess material from these areas shall be used to backfill the flotation channels upon demobilization by the Contractor except from Flotation Channel Station 48+66 to 66+51 and 190+00 to 200+68. Elevations in the flotation channels resulting from backfilling operations shall also be no higher than +0.5 ft of the pre-construction elevation.

2.2 TS-17 SAND FENCING, 17.2.1 Posts – The specification has been revised as follows:

Fence posts shall be four (4) inch x four (4) inch or four (4) inch x three (3) inch untreated #2 grade lumber posts eight (8) feet long, or approved equivalent, driven four (4) feet into the ground and placed ten (10) feet on center. The posts shall be vertically plumb and the alignment shall be in straight lines.

3. REVISIONS TO SCHEDULE OF BID ITEMS

Refer to Attachment A for revised Schedule of Bid Items where in the length of Jacked Casing Pipe was revised from 440 linear feet to 520 linear feet.

4. REVISIONS TO THE PLANS

3.1 Sheet 3: Estimated Quantities and Summary of Submittals – Revised Jacked Casing Pipe Estimated Quantity.

3.2 Sheet 12: Conveyance Corridor Layout – Revised location of Atmos Energy Pipeline.

3.3 Sheet 27: Highway 11 Crossing Details – Revised typical detail.

3.4 Sheet 30: Louisiana Highway 23 Crossing Detail – Revised typical detail.

Refer to Attachment B for revised Construction Plan Sheets.

5. ADDITIONAL INFORMATION

Refer to Attachment C for additional information regarding utility locations and details along Parish Highway 11 and within the Empire Harbor and pipeline locations and details within the Gulf approach of the Flotation Channel in Scofield Pass.

Promix Pipeline as shown on Plans Sheets 19 and 22 is now under the operation of Noble Energy. Contact information for Noble Energy can be found in Appendix C of the Bid Documents.

ATTACHMENT A

Revised Schedule of Bid Items – Bid Package pages BID-I through BID-III

SCHEDULE OF BID ITEMS
RIVERINE SAND MINING / SCOFIELD ISLAND RESTORATION (BA-40)

Mail To:
Office of State Purchasing, Division of Administration, State of Louisiana
Attn: Hilary Stephenson
P.O. Box 94095, Baton Rouge, LA 70804-9095

ITEM No.	ITEM	UNIT	QTY [1]	UNIT PRICE [2]	EXTENDED PRICE [3] USING NUMBERS
1	Mobilization / Demobilization	Lump Sum	1	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
2	Surveys	Lump Sum	1	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
3	Jacked Casing Pipe	Linear Foot	520	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
4	Empire Harbor Canal Crossing	Each	1	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
5	Navigational Crossings	Each	6	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____

ITEM No.	ITEM	UNIT	QTY [1]	UNIT PRICE [2]	EXTENDED PRICE [3]
					USING NUMBERS
6	Booster Pump Locations	Lump Sum	1	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
7	Flotation Channels	Lump Sum	1	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
8	Containment Dikes	Linear Foot	15,370	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
9	Beach and Dune Fill	Cubic Yard	1,632,000	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
10	Marsh Fill	Cubic Yard	1,761,500	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____
11	Settlement Plates	Each	5	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____._____

ITEM No.	ITEM	UNIT	QTY [1]	UNIT PRICE [2]	EXTENDED PRICE [3] USING NUMBERS
12	Grade Stakes	Lump Sum	1	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____.___
13	Shoal and Navigational Signs	Each	68	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____.___
14	Sand Fencing	Linear Foot	13,970	Using Words: _____ _____Dollars _____Cents Using Numbers: $_____._____	$_____.___

Total Amount of Base Bid:

_____

_____**Dollars and** _____ **Cents**

$_____._____

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 comparing bids and the right is reserved by the Owner to increase/decrease such quantities as may be necessary to complete the Work and/or remain within the funding limits. In the event of material underruns/overruns, the unit costs will be used to determine payment to the Contractor**.**
2. Items must be completed by the bidder. The completed Schedule of Bid Items Sheets must be attached to the bid submitted to the Office of State Purchasing in order for the bid to be considered. The low Bidder will be determined on the basis of the Base Bid and any Alternates accepted.
3. Mobilization and Demobilization shall include all appropriate costs associated with constructing all features listed in the Specifications and/or shown in the Plans.

ATTACHMENT B

Revised Sheets to Plans

SUMMARY OF SUBMITTALS AND NOTIFICATION

DELIVERABLE	SUBMITTAL	DELIVERABLE	SUBMITTAL
WORK PLAN	14 DAYS PRIOR TO PRE-CONSTRUCTION CONFERENCE	CONTACT LOUISIANA ONE CALL	WITHIN 5 WORKING DAYS PRIOR TO CONSTRUCTION
PROGRESS SCHEDULE	14 DAYS PRIOR TO PRE-CONSTRUCTION CONFERENCE	PRE-CONSTRUCTION SURVEYS	SUBMITTED AND APPROVED PRIOR TO BEGINNING WORK
CONSTRUCTION SEQUENCE	WITH WORK PLAN	SURVEY DELIVERABLES	WITHIN 30 DAYS OF SURVEY COMPLETION
CONSTRUCTION ACCESS AND ACCESS RESTORATION PLAN	WITH WORK PLAN	NOTICE OF INTENT TO DREDGE	14 DAYS PRIOR TO COMMENCEMENT OF WORK
DREDGE LOCATION METHODS	WITH WORK PLAN	NOTIFY PIPELINE AND UTILITY OWNERS	AS DEFINED IN APPENDIX C OF THE SPECIFICATIONS
TIDE MEASUREMENTS AND METHODS	WITH WORK PLAN	PROGRESS MEETINGS AND REPORTS	BI-WEEKLY OR AS DETERMINED AT THE PRE-CONST. CONFERENCE
TURBIDITY CONTROL PLAN	WITH WORK PLAN	DAILY QUALITY CONTROL REPORT	DAILY DURING CONSTRUCTION
BORROW AREA CUT SEQUENCE	WITH WORK PLAN	DESCRIPTION OF DAILY NESTING BIRD PATROLS	WITH DAILY QUALITY CONTROL REPORT
CHANGE IN CONTAINMENT DIKE ALIGNMENT REQUEST	WITH WORK PLAN	NOTICE OF MISPLACED MATERIAL	IMMEDIATELY FOR EACH OCCURANCE
OPTIONAL INTERIOR CONTAINMENT DIKE ALIGNMENTS	WITH WORK PLAN	NOTIFICATION OF DISCOVERY OF HISTORICAL OR CULTURAL SITES	IMMEDIATELY FOR EACH OCCURANCE
OIL AND FUEL STORAGE LOCATIONS	WITH WORK PLAN	CLAIM FOR INCREASE IN CONTRACT PRICE	WITHIN 14 DAYS OF THE EVENT NECESSITATING INCREASE
QUALITY CONTROL PLAN	WITH WORK PLAN	CLAIM FOR EXTENSION OF CONTRACT TIME	WITHIN 14 DAYS OF THE EVENT NECESSITATING INCREASE
COMMUNICATION PLAN	AT PRE-CONSTRUCTION CONFERENCE	AS-BUILT SURVEY DRAWINGS	PRIOR TO FINAL ACCEPTANCE
CHANGE ORDER AND FIELD ORDER FORMAT	AT PRE-CONSTRUCTION CONFERENCE	NOTICE OF COMPLETION OF WORK	FOLLOWING COMPLETION OF WORK
NAMES OF ALL SUBCONTRACTORS	PRIOR TO AWARDING SUBCONTRACTS		

SUMMARY OF ESTIMATED QUANTITIES

BASE BID

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
1	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	1
2	SURVEYS	LUMP SUM	1
3	JACKED CASING PIPE	LINEAR FOOT	520
4	EMPIRE HARBOR CANAL CROSSING	EACH	1
5	NAVIGATIONAL CROSSINGS	EACH	6
6	BOOSTER PUMP LOCATIONS	LUMP SUM	1
7	FLOTATION CHANNEL	LUMP SUM	1
8	CONTAINMENT DIKES	LINEAR FOOT	15,580
9	BEACH AND DUNE FILL	CUBIC YARD	1,632,000
10	MARSH FILL	CUBIC YARD	1,761,500
11	SETTLEMENT PLATES	EACH	5
12	GRADE STAKES	LUMP SUM	1
13	SHOAL AND NAVIGATIONAL SIGNS	EACH	68
14	SAND FENCING	LINEAR FOOT	13,970

STATE OF LOUISIANA
MICHAEL T. POFF
License. No. 30048
LICENSED PROFESSIONAL ENGINEER
1/26/12

REV.	DATE	DESCRIPTION	BY
01	01/26/12	ADDENDUM 8	MTP

COASTAL ENGINEERING CONSULTANTS, INC.
PH: (225) 768-1982
FAX: (225) 769-3596
5745 ESSEN LANE, SUITE 200
BATON ROUGE, LA 70810

SJB GROUP, LLC
QUALITY BY DESIGN
P.O. BOX 1751
BATON ROUGE, LA. 70821
PHONE (225) 769-3400
FAX (225) 769-3596

COASTAL PROTECTION AND RESTORATION AUTHORITY
450 LAUREL STREET
BATON ROUGE, LOUISIANA 70801

DRAWN BY: DARTEZ / ZWERNEMAN | DESIGNED BY: MICHAEL T. POFF, P.E.

RIVERINE SAND MINING / SCOFIELD ISLAND RESTORATION

STATE PROJECT NUMBER: BA-40

FEDERAL PROJECT NUMBER: BA-40

APPROVED BY: MAURY CHATELLIER, P.E.

ESTIMATED QUANTITIES & SUMMARY OF SUBMTTALS

DATE: AUGUST 2011

NOTES:

1. SEE SHEETS 26 - 33 FOR LEVEE CROSSING, HIGHWAY CROSSING, HARBOR CANAL CROSSING, GRAVEL ROAD CROSSING, AND EMPIRE MARSH / ROCK REVETMENT CROSSING.
2. SEE SHEET 54 FOR CORRIDOR ALIGNMENT COORDINATES.
3. CONVEYANCE CORRIDOR CONSTRUCTION EQUIPMENT RIGHT OF WAY IS TO THE LIMITS OF THE CONVEYANCE CORRIDOR.
4. SEE TS-10 FOR TEMPORARY MOORING AREA DETAILS.
5. SEE TS-10 FOR CONVEYANCE CORRIDOR DETAILS.
6. PIPELINE INFORMATION SHOWN ON PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY EXACT LOCATIONS PRIOR TO BEGINNING CONSTRUCTION AS PER TS-6.
7. THE CONTRACTOR SHALL LOCATE AND IDENTIFY ALL ABOVE AND BELOW GROUND UTILITIES AND COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE OWNERS FOR THE DURATION OF CONSTRUCTION.
8. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER AND ENGINEER OF ANY PIPELINE(S) PREVIOUSLY UNIDENTIFIED SO THAT THE OWNER MAY ISSUE A NOTICE(S) OF CONSTRUCTION PRIOR TO WORK. THE CONTRACTOR SHALL ALSO NOTIFY LOUISIANA ONE CALL AT 1-800-272-3020 REGARDING THE PREVIOUSLY UNIDENTIFIED PIPELINE(S) PRIOR TO WORK.
9. ALL PIPELINES AND UTILITIES LOCATED WITHIN 150' OF THE CONVEYANCE CORRIDOR AND FILL AREAS SHALL BE PROBED AND THEIR LOCATIONS MARKED FOR THE DURATION OF CONSTRUCTION ACTIVITIES AS PER TS-6.
10. SEE APPENDIX H OF THE SPECIFICATIONS FOR TOPOGRAPHIC AND LOCATION SURVEY OF THE UPLAND SEGMENT OF THE CONVEYANCE CORRIDOR.

LEGEND:

- CONVEYANCE CORRIDOR
- EMPIRE WATERWAY APPROX. R/W
- POINT OF INFLECTION
- PL — PIPELINE
- 000+000 — SURVEY BASELINE
- BORROW AREA
- TEMPORARY MOORING AREA
- MISSISSIPPI RIVER REVETMENT
- 29 • RIVER MILE MARKER ABOVE HEAD OF PASSES

BORROW AREA MR-B-09

327,000N / 3,839,000E

TEMPORARY MOORING AREA (APPROX. 200' X 2000')

323,000N / 3,837,000E

ATMOS ENERGY

PARISH HWY. 11

AT GRADE CROSSING AT MISS. RIVER LEVEE

UNDERGROUND ROAD CROSSING AT PARISH HWY. 11

LA. HWY. 23

AT GRADE CROSSING AT GRAVEL ROAD & HURRICANE PROTECTION LEVEE

3,835,000E / 321,000N

POTENTIAL PIPELINE

AT GRADE CROSSING OF EXISTING MARSH

CONVEYANCE CORRIDOR

AT GRADE CROSSING AT ROCK REVETMENT

000+00, 005+00, 010+00, 015+00, 020+00, 025+00, 030+00, 035+00, 040+00, 045+00, 050+00, 055+00, 060+00, 090+00

P.I. CC-01

P.I. CC-02

P.I. CC-03

P.I. CC-04

325,000N / 3,835,000E

UNDERWATER CROSSING AT EMPIRE HARBOR CANAL

UNDERGROUND CROSSING AT LA HWY. 23

3,833,000E / 323,000N

EMPIRE WATERWAY APPROXIMATE R/W

POTENTIAL PIPELINE

MISSISSIPPI RIVER LEVEE

MISSISSIPPI RIVER

MATCH LINE SHEET 13

600' 300' 0' 600' 1,200'

STATE OF LOUISIANA
MICHAEL T. POFF
License. No. 30048
LICENSED PROFESSIONAL ENGINEER
1/26/12

REV.	DATE	DESCRIPTION	BY
01	01/26/12	ADDENDUM 8	MTP

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DRAWN BY: DARTEZ / ZWERNEMAN | DESIGNED BY: MICHAEL T. POFF, P.E.

RIVERINE SAND MINING / SCOFIELD ISLAND RESTORATION

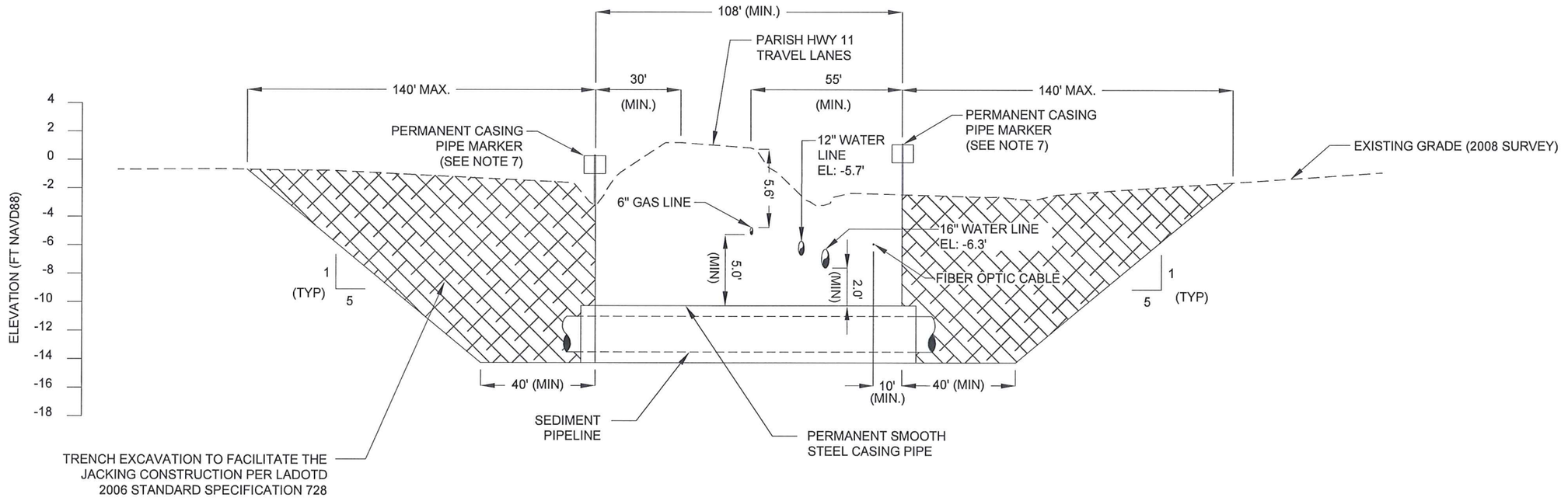
STATE PROJECT NUMBER: BA-40

FEDERAL PROJECT NUMBER: BA-40

APPROVED BY: MAURY CHATELLIER, P.E.

CONVEYANCE CORRIDOR LAYOUT

DATE: AUGUST 2011



HIGHWAY 11 CROSSING DETAIL

SCALE AS SHOWN

NOTES:

1. THE CONTRACTOR SHALL JACK THE 48" STEEL CASING PIPE UNDER THE TRAVEL LANES OF PARISH HIGHWAY 11 AS PER SECTION TS-12 AND IN ACCORDANCE WITH LADOTD 2006 STANDARD SPECIFICATION 728. CASING PIPE OUTER DIAMETER SHALL BE 48" WITH A WALL THICKNESS OF 0.625".
2. THE CASING PIPE SHALL BE MADE OF SMOOTH STEEL, ASTM A 139 GRADE B, WITH MINIMUM YIELD STRENGTH OF 35,000 PSI AND SHALL BE COATED WITH COAL TAR EPOXY-POLYAMIDE PAINT, IN ACCORDANCE WITH THE LADOTD 2006 STANDARD SPECIFICATION 1008.04.
3. SEE SECTION TS-10 OF THE SPECIFICATIONS FOR INFORMATION REGARDING SEDIMENT PIPELINE HIGHWAY CROSSINGS.
4. THE 40' MINIMUM JACK PIT DISTANCE SHOWN IS BASED ON THE PROPOSED CONVEYANCE CORRIDOR ALIGNMENT.
5. TRENCH EXCAVATION SIDE SLOPES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
6. SEE SHEET 36 FOR PERMANENT CASING PIPE MARKER CONSTRUCTION DETAILS.
7. SEE SHEETS 12 - 19 FOR CONVEYANCE CORRIDOR ALIGNMENT.
8. ADDITIONAL UTILITIES AND/OR PIPELINES NOT SHOWN COULD BE PRESENT IN THE VICINITY OF THE CONVEYANCE CORRIDOR CROSSING OF PARISH HIGHWAY 11.
9. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS/HER FAILURE TO EXACTLY LOCATE AND PRESERVE EXISTING UTILITIES, STRUCTURES, AND OTHER FEATURES AFFECTING HIS/HER WORK.
10. SEE APPENDIX H OF THE SPECIFICATIONS FOR TOPOGRAPHIC AND LOCATION SURVEY OF THE UPLAND SEGMENT OF THE CONVEYANCE CORRIDOR.
11. DEPTH OF BURIAL OF 6-INCH GAS LINE WAS DETERMINED BY PIPELINE OPERATOR THROUGH ELECTRONIC TRACE WIRE METHOD ON DEC. 28, 2011. FIBER OPTIC CABLE BURIAL DEPTH DETERMINED BY PIPELINE OPERATOR DURING THE SAME INVESTIGATION.
12. TOP OF PIPE ELEVATIONS OF THE 16-INCH AND 12-INCH WATER MAINS WHERE DETERMINED BY RTK GPS METHODS BY EMC, INC. AND COASTAL ENGINEERING CONSULTANTS, INC. ON JAN. 23, 2012 FOLLOWING EXCAVATION BY OPERATOR.

STATE OF LOUISIANA
MICHAEL T. POFF
License. No. 30048
LICENSED PROFESSIONAL ENGINEER
1/26/12

REV.	DATE	DESCRIPTION	BY
01	12/30/11	ADDENDUM 8	MTP

COASTAL ENGINEERING CONSULTANTS, INC.
PH: (225) 768-1982
FAX: (225) 769-3596
5745 ESSEN LANE, SUITE 200
BATON ROUGE, LA 70810

SJB GROUP, LLC
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P.O. BOX 1751 PHONE (225) 769-3400
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COASTAL PROTECTION AND RESTORATION AUTHORITY
450 LAUREL STREET
BATON ROUGE, LOUISIANA 70801

DRAWN BY: DARTEZ / ZWERNEMAN | DESIGNED BY: MICHAEL T. POFF, P.E.

RIVERINE SAND MINING / SCOFIELD ISLAND RESTORATION

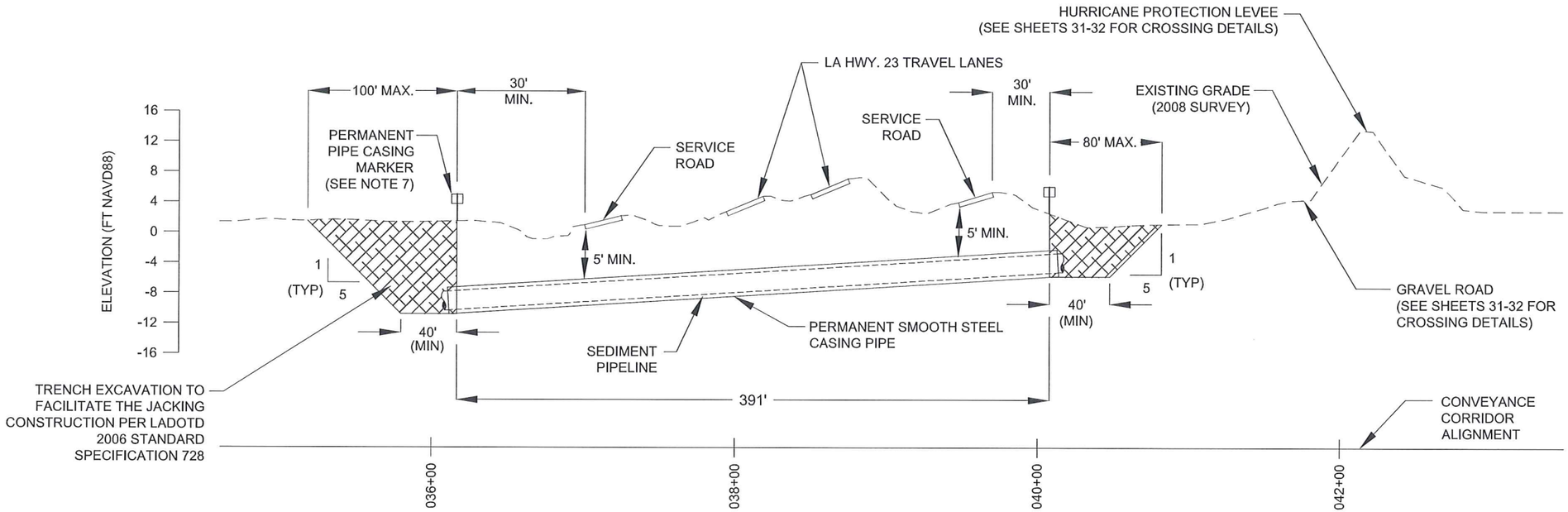
STATE PROJECT NUMBER: BA-40

FEDERAL PROJECT NUMBER: BA-40

APPROVED BY: MAURY CHATELLIER, P.E.

HIGHWAY 11 CROSSING DETAILS

DATE: AUGUST 2011



HIGHWAY 23 CROSSING DETAIL

(SCALE AS SHOWN)

NOTES:

1. THE CONTRACTOR SHALL JACK THE 48" STEEL CASING PIPE UNDER THE TRAVEL LANES OF LOUISIANA HIGHWAY 23 AS PER SPECIFICATION TS-12 AND IN ACCORDANCE WITH LADOTD 2006 STANDARD SPECIFICATION 728. CASING PIPE SHALL HAVE AN OUTSIDE DIAMETER OF 48" AND A WALL THICKNESS OF 0.625".
2. THE CASING PIPE SHALL BE MADE OF SMOOTH STEEL, ASTM A 139 GRADE B, WITH MINIMUM YIELD STRENGTH OF 35,000 PSI AND SHALL BE COATED WITH COAL TAR EPOXY-POLYAMIDE PAINT, IN ACCORDANCE WITH THE LADOTD 2006 STANDARD SPECIFICATION 1008.04.
3. SEE SECTION TS-10 OF THE SPECIFICATIONS FOR INFORMATION REGARDING SEDIMENT PIPELINE HIGHWAY CROSSING.
4. THE 40' MINIMUM JACK PIT DISTANCE SHOWN IS BASED ON THE PROPOSED ALIGNMENT.
5. TRENCH EXCAVATION SIDE SLOPES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
6. SEE SHEET 36 FOR PERMANENT CASING PIPE MARKER CONSTRUCTION DETAILS.
7. SEE SHEETS 12 - 19 FOR CONVEYANCE CORRIDOR ALIGNMENT.
8. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS/HER FAILURE TO EXACTLY LOCATE AND PRESERVE EXISTING UTILITIES, STRUCTURES, AND OTHER FEATURES AFFECTING HIS/HER WORK.
9. SEE APPENDIX H OF THE SPECIFICATIONS FOR TOPOGRAPHIC AND LOCATION SURVEY OF THE UPLAND SEGMENT OF THE CONVEYANCE CORRIDOR.

STATE OF LOUISIANA
MICHAEL T. POFF
License. No. 30048
LICENSED
PROFESSIONAL
ENGINEER
1/26/12

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01	01/26/12	ADDENDUM 8	MTP

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RIVERINE SAND MINING / SCOFIELD ISLAND RESTORATION

STATE PROJECT NUMBER: BA-40

FEDERAL PROJECT NUMBER: BA-40

APPROVED BY: MAURY CHATELLIER, P.E.

LOUISIANA HIGHWAY 23 CROSSING DETAIL

DATE: AUGUST 2011

ATTACHMENT C

Supplemental Utility Locations Along Parish Highway 11 and Empire Harbor; and Pipeline Locations along the Gulf Approach of the Flotation Channel at Scofield Island

Utilities Location Survey at Parish Highway 11

On December 28, 2011 a representative of Atmos Energy (Atmos), accompanied by a field engineer from Coastal Engineering Consultants, Inc., performed a survey at the intersection of the conveyance corridor and Parish Highway 11 to ascertain the location and details of a 6-inch gas pipeline operated by Atmos. The survey was performed using an electronic signal generator connected to a tap on the gas pipeline and a handheld underground service locator. The pipeline was located along the western edge of the roadway pavement with a detected burial depth estimated at 5.5 to 5.6 feet. It was determined by the Atmos representative that a recently installed fiber optic cable crossed and touched the gas pipeline at some location wherein the signal generator applied a trace signal along the fiber optic cable in addition to that of the gas pipeline. The representative was able to locate the alignment and burial depth of the fiber optic cable while the signal generator was connected to the gas pipeline. The fiber optic cable burial depth along the conveyance corridor crossing varied from 3.3 to 4.0 feet.

It was determined through consultation with the Plaquemines Parish Government (PPG) that there are a 12-inch and 16-inch water mains that run parallel to and on the southwest side of Parish Highway 11. PPG provided a crew to uncover the two water mains to enable the measurement of the top of pipe elevations. On January 23, 2012, a survey crew from EMC, Inc., accompanied by a field engineer from Coastal Engineering Consultants, Inc., measured the top of pipe elevations through RTK GPS methods. The elevations are relative to NAVD 1988 and were tied to benchmark BA-40 SM01 established for the Project. The results of the survey are shown on the attached sheet titled “Highway 11 Crossing Exhibit”.

Based on personal communication with Charlie Vincent of Atmos Energy on December 28, 2011, there exists two abandoned gas lines, 1” and 2” service lines, one on each side of the road, with burial depth on the order of 30”. Based on personal communication with Gene Fox of Severn Trent Environmental Services, Inc., contractor for PPG, there exists two abandoned cast iron water lines with burial depths similar to or shallower than the existing 12” and 16” water mains. Their locations are unknown.

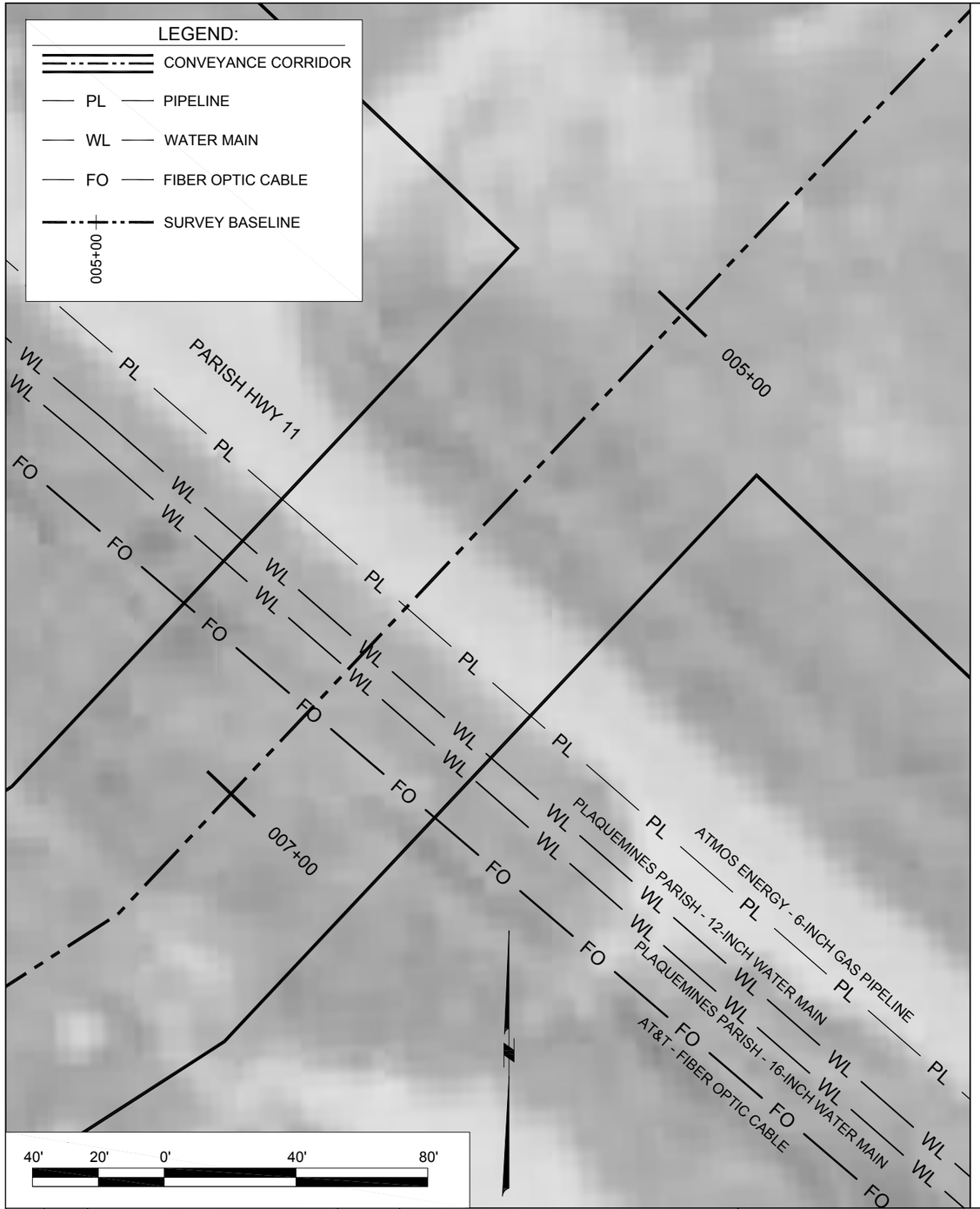
Utilities Location Survey at Empire Harbor

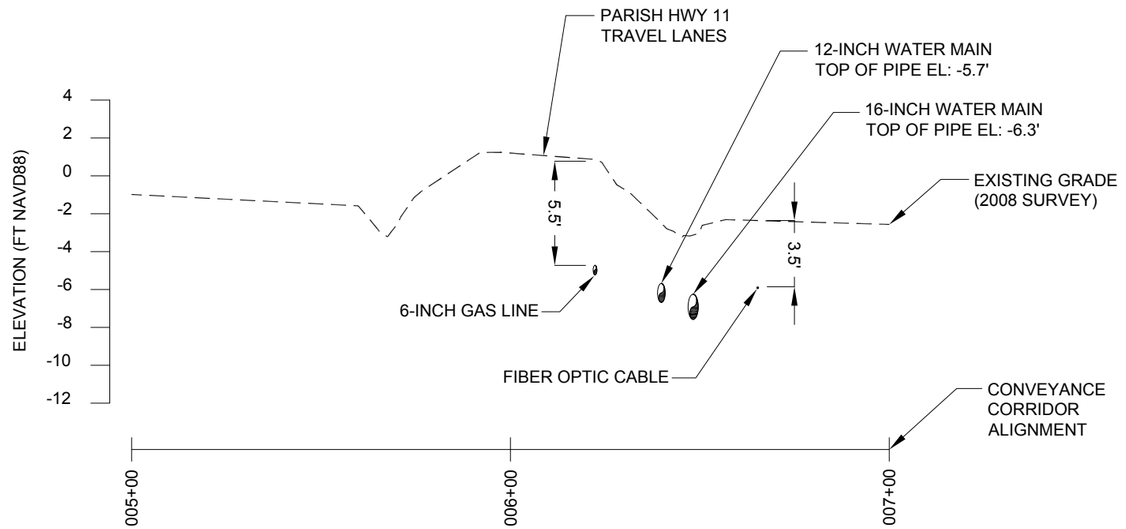
It was determined through consultation with the PPG that a privately owned 4-inch waterline originates from the 8-inch water main installed along the harbor slipways and progresses towards Louisiana Highway 23 to a water meter and backflow preventer installed near the western most corner of the harbor. From the backflow preventer the waterline directionally drilled under LA Highway 23 at an undetermined alignment. The private waterline provides water to the residence located between LA Highway 23 and the Empire Waterway at the foot of the bridge overpass. PPG provided a crew to uncover the junction of the 8-inch water main and the 4-inch private waterline, as well as, the 4-inch waterline near the water meter to enable the

measurement of the top of pipe elevations. On January 23, 2012, a survey crew from EMC, Inc., accompanied by a field engineer from Coastal Engineering Consultants, Inc., measured the top of pipe elevations through RTK GPS methods. The elevations are relative to NAVD 1988 and were tied to benchmark BA-40 SM01 established for the Project. The results of the survey are shown on the attached sheet titled “Empire Harbor Utilities Exhibit”.

Pipeline Location Survey at the Gulf Approach of the Flotation Channel in Scofield Pass

On January 15-16, 2012, a survey crew from EMC, Inc. utilized a survey vessel and a SeaSpy magnetometer to attempt to determine the location of pipelines within the Gulf approach of the Flotation Channel in Scofield Pass. The magnetometer and GPS were connected to a field computer using Hypack 2011 for navigation and data collection. Once the pipelines were identified by magnetic anomaly signature, the survey crew utilized a jet probe with a 20-foot wand to attempt to physically locate the top of pipe elevation from the vessel. Successive probes were conducted at approximately 0.5-foot intervals within a 20-foot radius of the peak magnetic anomaly location until the top of pipe was located or the 20-foot radius survey area was covered. The elevations are relative to NAVD 1988 and were tied to benchmark BA-40 SM03 established for the project. The results of the survey are shown on the attached sheet titled “Flotation Channel Pipeline Location Exhibit”.





HIGHWAY 11 CROSSING

SCALE AS SHOWN

NOTES:

1. DEPTH OF BURIAL OF 6-INCH GAS LINE WAS DETERMINED BY PIPELINE OPERATOR THROUGH ELECTRONIC TRACE WIRE METHOD ON DEC. 28, 2011. FIBER OPTIC CABLE BURIAL DEPTH DETERMINED BY PIPELINE OPERATOR DURING THE SAME INVESTIGATION.
2. TOP OF PIPE ELEVATIONS OF THE 16-INCH AND 12-INCH WATER MAINS WHERE DETERMINED BY RTK GPS METHODS BY EMC, INC. AND COASTAL ENGINEERING CONSULTANTS, INC. ON JAN. 23, 2012 FOLLOWING EXCAVATION BY OPERATOR.

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STATE PROJECT NUMBER: BA-40

FEDERAL PROJECT NUMBER: BA-40

APPROVED BY:

CONVEYANCE CORRIDOR HIGHWAY 11 CROSSING EXHIBIT

DATE: JANUARY 2012

SHEET 1 OF 1

NOTES:
1. TOP OF PIPE ELEVATIONS OF THE 8-INCH WATER MAIN AND 4-INCH WATERLINE WERE DETERMINED BY RTK GPS METHODS BY EMC, INC. AND COASTAL ENGINEERING CONSULTANTS, INC. ON JAN. 23, 2012.

EMPIRE HARBOR

FIRE HYDRANT AND VALVE

8" PPG WATER MAIN

8" PPG WATER MAIN

+1.48'
-1.38'

UTILITY POLE WITH GUY WIRES

035+00

+1.67'
-1.02'

4" PRIVATE WATERLINE

APPROXIMATE EDGE OF DITCH

4" WATERLINE CONTINUES UNDERNEATH LA HWY 23, ALIGNMENT UNKNOWN

LA HWY 23 SERVICE ROAD

LA HWY 23 NORTHBOUND LANE

LA HWY 23 SOUTHBOUND LANE

LA HWY 23 SERVICE ROAD

040+00

LEGEND:

- CONVEYANCE CORRIDOR
- WL — WATERLINE
- 000+00 — SURVEY BASELINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- UTILITY POLE WITH GUY WIRES
- +1.48' / -1.28 — ELEVATION OF NATURAL GRADE / ELEVATION OF CROWN OF PIPE

50' 25' 0' 50' 100'

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EMPIRE HARBOR UTILITIES EXHIBIT

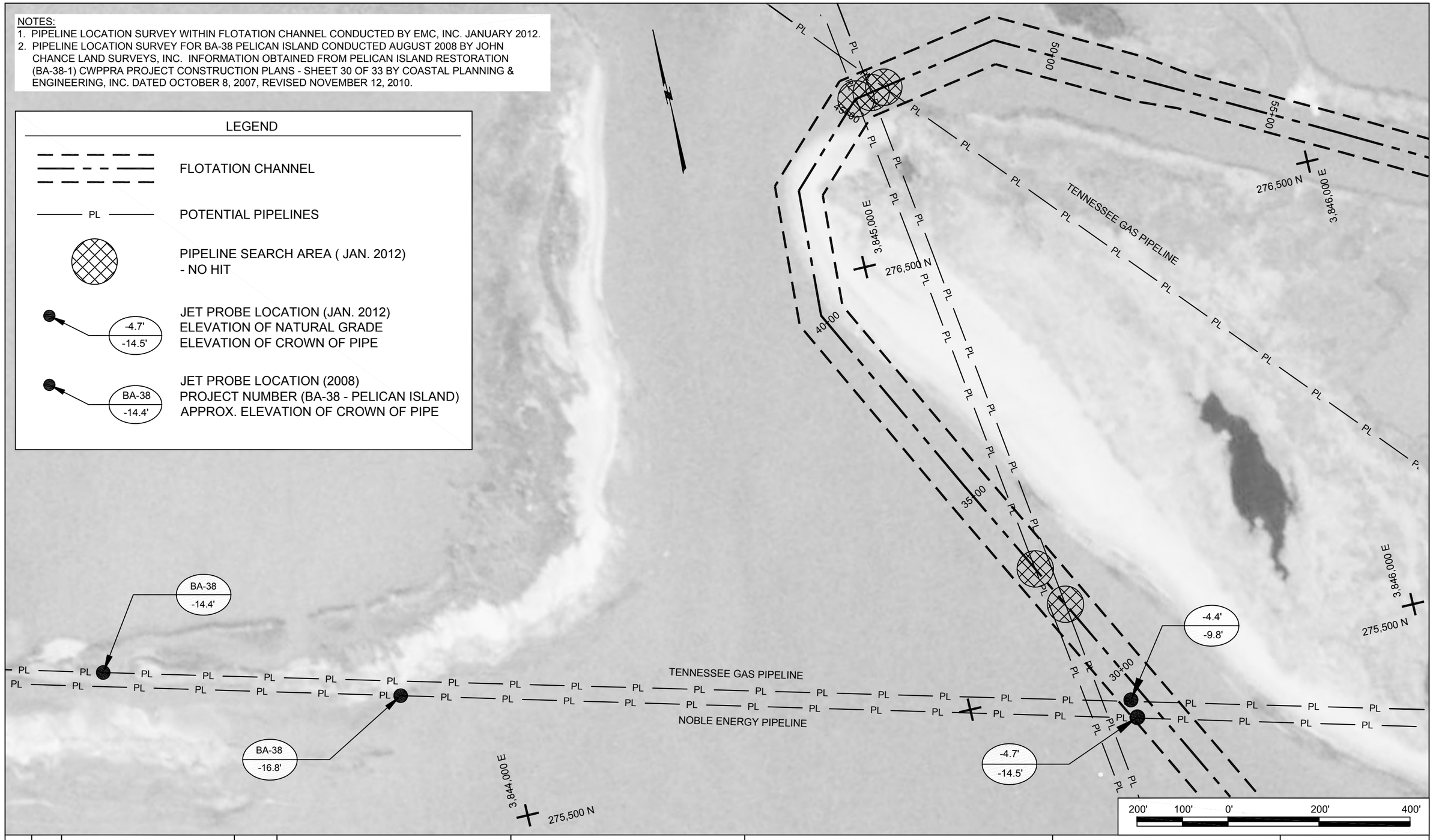
DATE: JANUARY 2012

SHEET 1 OF 1

NOTES:
1. PIPELINE LOCATION SURVEY WITHIN FLOTATION CHANNEL CONDUCTED BY EMC, INC. JANUARY 2012.
2. PIPELINE LOCATION SURVEY FOR BA-38 PELICAN ISLAND CONDUCTED AUGUST 2008 BY JOHN CHANCE LAND SURVEYS, INC. INFORMATION OBTAINED FROM PELICAN ISLAND RESTORATION (BA-38-1) CWPPRA PROJECT CONSTRUCTION PLANS - SHEET 30 OF 33 BY COASTAL PLANNING & ENGINEERING, INC. DATED OCTOBER 8, 2007, REVISED NOVEMBER 12, 2010.

LEGEND

- FLOTATION CHANNEL
- PL — POTENTIAL PIPELINES
- PIPELINE SEARCH AREA (JAN. 2012) - NO HIT
- -4.7' / -14.5' — JET PROBE LOCATION (JAN. 2012) ELEVATION OF NATURAL GRADE ELEVATION OF CROWN OF PIPE
- BA-38 / -14.4' — JET PROBE LOCATION (2008) PROJECT NUMBER (BA-38 - PELICAN ISLAND) APPROX. ELEVATION OF CROWN OF PIPE



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FLOTATION CHANNEL PIPELINE LOCATION EXHIBIT

DATE: JANUARY 2012

DRAWN BY: DARTEZ / ZWERNEMAN | DESIGNED BY: MICHAEL T. POFF, P.E.

APPROVED BY:

SHEET 1 OF 1