PUBLIC NOTICE

Interested parties are hereby notified that a permit application has been received by the New Orleans District of the U.S. Army Corps of Engineers pursuant to: [ X ] Section 10 of the Rivers and Harbors Act of March 3, 1899 (30 Stat. 1151; 33 USC 403); and/or [ X ] Section 404 of the Clean Water Act (86 Stat. 816; 33 USC 1344), and/or [ X ] Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. Section 408).

MARINE TERMINAL IN MISSISSIPPI RIVER, HEAVY HAUL ROAD, AND INDUSTRIAL FACILITY FOR AMMONIA PRODUCTION FACILITY IN ASCENSION PARISH


LOCATION OF WORK: On an approximate 950-acre site, located within and along the right descending bank of the Mississippi River, near river mile 184, located at 8404 Noel Road, near Modeste, in Ascension Parish, Louisiana, (lat. 30.17261, long. -91.03739), as shown within the attached drawings. (Hydrologic Unit Code 08090302, Lower Mississippi River Basin, West Central Coastal Louisiana Watershed).

CHARACTER OF WORK: The applicant is proposing to clear, grade, place and maintain fill material for the construction of an industrial ammonia facility (Blue Ammonia Plant) which includes a heavy haul road, marine terminal, pipe rack crossing the levee, and associated infrastructure. The project will utilize a natural gas pipeline to fuel the ammonia manufacturing process. The proposed facility would produce approximately 4,300 tons per day of low carbon ammonia through the implementation of carbon capture and sequestration technologies prior to emission of process carbon dioxide (CO2). The proposed project claims that this method would allow for the capture of 100% of the process CO2 generated and would reduce overall carbon emissions by greater than 60% compared to conventional ammonia manufacturing. The CO2
captured would be compressed and transported via existing pipelines to a storage facility in Vermillion Parish. The final product is a form of ammonia that can be utilized as a hydrogen-based fuel or fertilizer and will be exported via barge or ship. The project proposes to impact approximately 44.97 acres of Mississippi River waterbottoms via dredging for marine terminal construction. The dredged waterbottoms would be disposed below the -55-foot contour within the Mississippi River downstream of the project site. The marine terminal, pipe rack, and heavy haul road portions of the project would temporarily impact approximately 2.96 acres of Mississippi River batture jurisdictional wetlands, permanently convert approximately 0.54 acre of forested batture wetlands to emergent wetlands, permanently fill approximately 0.35 acre of jurisdictional batture wetlands, and permanently impact 0.54 acres of jurisdictional Other Waters of the US (Mississippi River and batture side waters). The proposed ammonia manufacturing facility would permanently impact approximately 1.43 acres of jurisdictional Other Waters of the US via fill placement. Approximately 17,080 cubic yards of hauled in material would be placed as fill in jurisdictional areas for the heavy haul and pipe rack installation, 36,050 cubic yards of steel piles placed in jurisdictional areas for the proposed marine terminal installation, and 2,500 cubic yards of fill material for the proposed facility. Approximately 900,000 of native material in the Mississippi River would be excavated via dredging for the proposed marine terminal construction. Approximately 11,226 cubic yards of hauled in fill material would be placed as fill for the construction of the ammonia manufacturing facility and its associated infrastructure.

**MITIGATION:** The applicant proposes to avoid direct impacts and minimize secondary impacts to wetlands to the maximum extent practicable. The applicant is proposing to avoid approximately 15.79 acres of jurisdictional wetlands located adjacent to the project area and 6.99 acres of jurisdictional Other Waters of the US. For compensation for unavoidable wetland impacts, the applicant proposes to use a Corps approved mitigation bank within the watershed of impact.

The comment period on the requested Department of the Army Permit will close 30 days from the date of this public notice. Written comments, including suggestions for modifications or objections to the proposed work, stating reasons thereof, are being solicited from anyone having interest in this permit request, and must be submitted so as to be received before or by the last day of the comment period. Letters and/or comments concerning the subject permit application must reference the Applicant's Name and the Permit Application Number and can be preferably emailed to the Corps of Engineer’s project manager listed above or forwarded to the Corps of Engineers at the address above, ATTENTION: REGULATORY DIVISION, RGC, Kenny Blanke. This public notice is also available for review online at https://go.usa.gov/xennJ

**Corps of Engineers Permit Criteria**

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from
the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

This request will also be reviewed pursuant to Section 408 and USACE Engineering Circular (EC) 1165-2-220, which provides policy and procedural guidance for processing requests to alter USACE civil works projects.

The decision whether to grant permission for the requested alteration will be based on several factors. The benefits that reasonably may be expected to accrue from the proposal will be balanced against its reasonably foreseeable detriments. Review of the requests for modification will be reviewed by a USACE technical review team considering the following factors:

1) Potential to Impair the Usefulness of the Project. Proposed alterations will be reviewed to determine whether the alteration would limit the ability of the USACE project to function as authorized, or would compromise or change any authorized project conditions, purposes or outputs. If USACE determines that the usefulness of the authorized project would be impaired, the request will be denied.

2) Potential to be Injurious to the Public Interest. Proposed alterations will be reviewed to determine the probable impacts, including cumulative impacts, on the public interest. Factors that may be relevant to the public interest depend upon the type of USACE project being altered and may include, but are not limited to, such things as conservation, economic development, historic properties, cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation. This evaluation will consider information received from the interested parties, including tribes, agencies, and the public. The decision whether to approve an alteration will be determined by the consideration of whether benefits are commensurate with risks. If the potential detriments are found to outweigh the potential benefits, then it may be determined that the proposed alteration is injurious to the public interest.

The U.S. Army Corps of Engineers is soliciting comments from the public, federal, state, and local agencies and officials, Indian Tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the U.S. Army Corps of Engineers to determine whether to make, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or
an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. Further, all factors that may be relevant to the proposal will be considered, including the potential cumulative effects associated with the proposed project. The Section 408 review will consider the potential impact to the usefulness of the Federal project and whether the proposed alteration would be injurious to the public interest. Policy and legal compliance will also be considered.

The New Orleans District is presently unaware of properties listed on the National Register of Historic Places at or near the proposed work but is pending further review in accordance with the National Historic Preservation Act. The possibility exists that the proposed work may damage or destroy presently unknown archeological, scientific, prehistorical, historical sites, or data. As deemed necessary, copies of this public notice will be sent to the State Archeologist, State Historic Preservation Officer, and federally listed tribes regarding potential impacts to cultural resources.

Our initial finding is that the proposed work would have no affect on any species listed as endangered by the U.S. Department of Commerce, nor affect any habitat designated as critical to the survival and recovery of any such species.

Based on the Information Planning and Consultation (IPaC) tool for Endangered Species in Louisiana, as signed on January 27, 2020, between the U.S. Army Corps of Engineers, New Orleans and the U.S. Fish and Wildlife Service, it has been determined that the project may affect but not likely to adversely affect (NLAA) the pallid sturgeon. The applicant has stated that the water intake structure proposed for the marine terminal will comply with USFWS recommended screen mesh sizes to help mitigate potential concerns to the pallid sturgeon.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The applicant's proposal may result in the destruction, alteration, and/or disturbance of 0 acres of EFH utilized by various life stages of red drum and penaeid shrimp. Our initial determination is that the proposed action would not have a substantial adverse impact on EFH or federally managed fisheries in the Gulf of Mexico. Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the National Marine Fisheries Service.

If the proposed work involves deposits of dredged or fill material into navigable waters, the evaluation of the probable impacts will include the application of guidelines established by the Administrator of the Environmental Protection Agency. Also, a certification that the proposed activity will not violate applicable water quality standards will be required from the LA Department of Environmental Quality before a Department of the Army permit is issued.
Any person may request, (preferably by email to the project manager, or in writing), within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

You are invited to communicate the information contained in this notice to any other parties whom you deem likely to have interest in the matter.

for  John M. Herman  
Chief, Central Evaluation Branch  
Regulatory Division

Enclosures
CF Industries Blue Point, LLC
Donaldsonville, Louisiana
Blue Ammonia Plant

Project Overview Map

Ascension Parish

Drawn: OPB Checked: APK
Date: 05/24/2023 Approved: OPB

Proposed Ammonia Manufacturing Facility
Proposed Marine Terminal and Pipe Rack
Proposed Heavy Haul Road
Notes:
1. For additional details and A-A' cross section, refer to Appendix E.
Notes:
1. For additional details, refer to Appendix F.
Notes:
1. Wetlands and non-wetland waters of the US impacted by the proposed heavy haul road were delineated using desktop resources.
2. For additional details, refer to Appendix G.
Cross-Section A-A'

Note: BLP Wetlands Temporarily Impacted by the project will be allowed to regenerate naturally following completion of construction.

BLP to PFM Wetlands

Temporary Impacted

Permanent

Wetlands Not Impacted

By Project

Typical Approach Bents

Wetlands Not Impacted

By Project

Wetlands Not Impacted

By Project

CF Industries Blue Point, LLC

Donaldsonville, Louisiana

Blue Ammonia Plant

Assumption Parish
Cross-Section B-B'

Blue Ammonia Plant

Daisiesville, Louisiana

CF Industries Blue Point, LLC

Preliminary

Figure 9

20046-03

Page 12

Assumption Parish

BLH Wetlands to be Permanently Filled

Wetlands Not Impacted

30'

Heavy Haul Road

94'

Wetlands Not Impacted

By Project

Wetlands Not Impacted

By Project
ENLARGED NEW SITE PLAN

SCALE: 1" = 400'

NOTES:
1. SURVEY DATA PROVIDED BY USAGE 2020 REVETMENT SURVEY AND 2016 USAGE LIDAR SURVEY INFORMATION.

LANIER & ASSOCIATES
CONSULTING ENGINEERS
INCORPORATED
LA: EF-1120  TX: F-2981
NEW ORLEANS • BEAUMONT • CORPUS CHRISTI • HOUSTON

CF INDUSTRIES BLUE POINT, LLC
ASCENSION PARISH  LOUISIANA
BLUE AMMONIA PLANT PROJECT
NEW MARINE TERMINAL
ENLARGED NEW SITE PLAN

DATE: DEC 22  DESIGN: ETH
DRAWN: TPM  CHECK: CLO
JOB NO: 12117  SHEET No: 4  OF 23
BARGE DOLPHIN - PLAN

SCALE 1/8"=1'-0"

BARGE DOLPHIN - ELEVATION

SCALE 1/8"=1'-0"

EXIST. MUDLINE EL. (-322.0')

DREDGE EL. (-390.0')

2'-0" OVERDREDGE

T.B. EL. (-200.0')

S.W. FENDER EL. 0.0'

LWRP EL (+21.6')

FLOWSLIP EL (+35.1')

TO.S. EL (+42.0')

LANIER & ASSOCIATES
CONSULTING ENGINEERS

BLUE AMMONIA PLANT PROJECT
NEW MARINE TERMINAL
BARGE DOLPHIN PLAN & ELEVATION

PRELIMINARY - FOR PERMIT PURPOSES ONLY
2 PILE WALKWAY BENT – PLAN

SCALE: 1/8"=1'-0"
TYPICAL APPROACH BENT - ELEVATION

SCALE: 1/8" = 1'-0"

T.O.G. EL (+44.0')

HANORAIL

FLOWLINE EL (+36.6')

USAGE PROJECT

24"/30" STEEL PIPE (TYP.)

24"/30" STEEL PILE (TYP.)

EXIST. MUDLINE EL. VARES

TIP EL. (-)150.0'

PRELIMINARY - FOR PERMIT PURPOSES ONLY

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TX: F-2981
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CF INDUSTRIES BLUE POINT, LLC
ASCENSION PARISH
LOUISIANA

BLUE AMMONIA PLANT PROJECT
NEW MARINE TERMINAL
TYPICAL APPROACH BENT ELEVATION

DATE: DEC 22
DESIGN: EHY
DRAWN: TPM
CHECK: CLO
JOB NO: 12117
SHEET No: 17 OF 23
**SECTION A**

**DIAGONAL RAMP CROSSING**

**NOT TO SCALE**

**REFERENCE USACE DRAWING:**

PIPELINE CROSSINGS OVER LEVEES AND FLOODWALLS
SURFACE CROSSINGS TYPICAL OF RIVER LEVEES
FILE NUMBER H-8-29027, DRAWING 6 OF 9
PIPING & CABLE TRAY

T.O.S. EL. VARIES
(+)25.0' & (+)26.0'

EXIST. GRADE EL. (4) 21'-0" ±

18'0" STEEL PILE (TOP)

TIP EL. (-) 75.0'

TYPICAL PIPE RACK – ELEVATION

SCALE: 1/8" = 1'-0"

CF INDUSTRIES BLUE POINT, LLC
BLUE AMMONIA PLANT PROJECT
NEW MARINE TERMINAL
TYPICAL PIPE RACK ELEVATION

LANIER & ASSOCIATES
CONSULTING ENGINEERS
INCORPORATED

LA: EF-1120  TX: F-2981
NEW ORLEANS • BEAUMONT • CORPUS CHRISTI • HOUSTON

PRELIMINARY - FOR PERMIT PURPOSES ONLY
DETAIL 2 - TYPICAL HEAVY HAUL ROAD SECTION

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<th>Fill Factor</th>
<th>2d Area</th>
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<td>1.4</td>
<td>47844 ft²</td>
<td>0 yd³</td>
<td>8368 yd³</td>
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<td>1</td>
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<td>70926 ft²</td>
<td>0 yd³</td>
<td>20142 yd³</td>
<td>20142 yd³</td>
<td>20142 yd³</td>
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4'X30' TIMBER MATS
N = 613,307.04
E = 3,377,656.95

STATION 5753+97.30
U.S.A.C.E. LEVEE BASELINE
LOUISIANA HIGHWAY 405

0+00
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8+00
9+00
10+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
18+00
18+09.51

TYP PILE BENT
Scale: 1:10

HEAVY HAUL ALIGNMENT
PILE BENTS - 3

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<td>6</td>
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<tr>
<td>ST PLATES</td>
<td>3/4&quot; ST PLATES/BENT</td>
<td>8</td>
<td></td>
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<tr>
<td>PILE CAPS</td>
<td>3x3x3/4&quot;</td>
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<tr>
<td>PILES</td>
<td>24&quot; Ø X 3/8&quot; WALL PIPE</td>
<td>60'</td>
<td>8</td>
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CUT/FILL VOLUMES

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<td>20142 yd³</td>
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ALTERNATE ALIGNMENT COMPARISON

CUT/FILL VOLUMES

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<td>92.000'</td>
<td>100.000'</td>
<td>100.000'</td>
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<td>100.000'</td>
<td>92.000'</td>
<td>100.000'</td>
<td>100.000'</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Line</td>
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<td>92.000'</td>
<td>100.000'</td>
<td>100.000'</td>
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SCALE: 1:100

CUT/FILL VOLUMES

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<th>E</th>
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PROPOSED HEAVY HAUL CROSSING

SCALE: 1:10
HEAVIEST ANTICIPATED LIFT TRAILER ARRANGEMENT

CF INDUSTRIES

PROPOSED HEAVY HAUL CROSSING

Scale: 1:10

NEW ORLEANS, LA 70113

O'REILLY ENGINEERING

518 SOUTH RAMPART STREET

MRL STA 5753+00

D O'REILLY

D O'REILLY

02-15-2019

AA6515-02

34x22

PRESLIMINARY
GENERAL NOTES

SITE PREPARATION

INJECTION OF FOUNDATION DECATIONS SHOULD BE PERFORMED PRIOR TO BEDDING AND DRAINAGE PLACEMENT BY A QUALIFIED GEO TECHNICAL ENGINEER OR GEO TECHNICAL ENGINEERING TECHNICIAN UNDER HIS/HER DIRECTION TO ENSURE THAT THE PROPER BEARING SURFACE IS PRESENT. THE DECATIONS THAT Form THE BEARING STRUCTURE FOR THE HEAVY HAUL ROAD ARE CLAYS AND CAN UNDERGO SEVERE LOSS OF STRENGTH WHEN WETTED. TRAFFIC IN THE FOUNDATION DECKS SHOULD BE LIMITED. DRAINAGE SHOULD BE PROVIDED AWAY FROM THE DECATIONS DURING CONSTRUCTION, AND FENCING SHOULD BE PREVENTED FROM SINIFIING DECATIONS AFTER CONSTRUCTION.

SIGNIFICANT SITE PREPARATION PROBLEMS COULD DEVELOP IF UNGROUNDED DRAINAGE IS PROVIDED THROUGHOUT THE PROJECT DURATION. PROVIDE SITE DRAINAGE SHOULD BE MAINTAINED DURING AND AFTER CONSTRUCTION. PROVIDING DRAINAGE DURING THE CONSTRUCTION PROCESS WILL FACILITATE CONSTRUCTION BY REDUCING THE POTENTIAL FOR COMPaction PROBLEMS. MAINTAINING THE DRAINAGE AFTER CONSTRUCTION WILL IMPROVE THE LIFE OF THE FOUNDATION SYSTEM BY AVOIDING WATER SOFTENING OF THE FOUNDATION SOILS.

CLEANING AND GRUBBING

WITHIN THE AREAS OF THE PROPOSED MATS AND FILL PLACEMENT, THE EXISTING GROUND SURFACE SHOULD BE STRIPPED TO A DEPTH NECESSARY TO REMOVE TREES, VEGETATION, LOOSE TOPSOIL, DEBRIS, AND ORGANIC MATTER. THE EXACT DEPTH OF STRIPPING SHOULD BE DETERMINED DURING CONSTRUCTION (8" ASSUMED.) THE SITE SHOULD NOT BE STRIPPED UNTIL CONSTRUCTION DRAINAGE MEASURES HAVE BEEN PROVIDED. DEBRIS DEGRADED FROM THE BATTURE SHOULD NOT BE STORED ON THE RIVER SIDE OF THE PROJECT LIMITS. THESE MATERIALS SHOULD BE MOVED OVER THE LEVEE AND STORED-OFF SITE UNTIL AFTER THE TRANSPORT IS COMPLETE.

SUBGRADE PREPARATION

PRIOR TO FILL OR MAT PLACEMENT, THE DEGRADED BATTURE, EXISTING BATTURE, AND LEVEE SURFACE SHOULD BE PROOF ROLLED WITH A BULLDOZER OR TRACKED VEHICLE EXERTING A GROUND PRESSURE BETWEEN 10 AND 15 PSI. THE VIBRATORY SYSTEM ON THE COMPACTOR, IF PRESENT, SHOULD NOT BE USED DURING PROOF ROLLING. ALTERNATIVE PROOF ROLLING TECHNIQUES MAY BE PROPOSED, BUT THESE METHODS SHOULD BE APPROVED BY EOR PRIOR TO THEIR USE AT THE SITE. ANY DEPRESSIONS OR WEAK AREAS IDENTIFIED BY PROOF ROLLING SHOULD BE THOROUGHLY CLEANED OUT TO THE SURFACE OF FIRM UNDISTURBED SOIL OR COMPACTED LEVEE FILL AND BACKFILLED WITH CRUSHED STONE PLACED AND COMPACTED UNDER CONTROLLED CONDITIONS. ALL ASSUMPTIONS AND PARAMETERS ARE LISTED ON THE GLOBAL STABILITY PLATES INCLUDED WITH THIS SUBMITTAL. ALL CALCULATIONS, ASSUMPTIONS, AND NOTES ARE INCLUDED ON THE DRAWINGS AND CALCULATIONS. IF YOU HAVE ANY ADDITIONAL QUESTIONS OR CONCERNS, PLEASE CONTACT THIS OFFICE ANYTIME.

MATERIAL SEPARATION

MATERIAL SEPARATION SHOULD BE PROVIDED BETWEEN BEDDING MATERIALS AND THE NATURAL SUBGRADE TO PREVENT UPWARD MIGRATION OF THE NATURAL SOILS AND ASSOCIATED SETTLEMENTS. MATERIAL SEPARATION SHOULD ALSO BE PROVIDED BETWEEN BEDDING MATERIALS AND STRUCTURAL FILL OR BETWEEN STRUCTURAL FILL AND CRUSHED STONE USED FOR A PAVEMENT BASE. THIS MAY BE ACCOMPLISHED WITH A GEO TEXTILE STABILIZATION FABRIC. THE GEO TEXTILE SHOULD BE A NON-WOVEN FABRIC WITH AN APPARENT OPENING SIZE (AOS) SMALLER THAN THE U.S. NO. 100 SIEVE. THE GEO TEXTILE SHOULD BE ABLE TO RETAIN THE UNDERLYING SOILS WITHOUT CLOGGING.

THE GEO TEXTILE SHOULD BE PLACED DIRECTLY ON THE UNDISTURBED SOILS ONCE THE EXCAVATION BOTTOM IS CLEANED OF ALL DEBRIS, WATER, MUCK, AND LOOSE SOIL. THE GEO TEXTILE SHOULD BE PLACED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE GEO TEXTILE FABRIC SHOULD MEET OR EXCEED MATERIAL REQUIREMENTS CONTAINED IN SECTION 1019 OF THE LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES (LSSRB), 2006 EDITION, FOR CLASS C GEO TEXTILES. SUBSEQUENT TO CLEARING AND STRIPPING, THE FABRIC SHOULD BE PLACED DIRECTLY ON THE UNDISTURBED SOILS IN ACCORDANCE WITH THE MANUFACTURER'S CONSTRUCTION RECOMMENDATIONS.

CRUSHED STONE

THE MATERIAL FOR THE CRUSHED STONE SHOULD CONFORM TO THE REQUIREMENTS OF SECTION 1003.04(A) OF THE LSSRB. THE STONE SHOULD BE PLACED AND COMPACTED IN ACCORDANCE WITH SECTION 1003 OF THE LSSRB FOR A CLASS II BASE COURSE.

QUALITY CONTROL

PRIOR TO TRANSPORTING STRUCTURAL FILL TO THE SITE, A SAMPLE OF THE BORROW MATERIAL SHOULD BE TESTED TO VERIFY ITS COMPLIANCE TO THE SPECIFICATIONS. DENSITY TESTS SHOULD BE PERFORMED ON EACH SET OF THE COMPACTED FILL TO DETERMINE IF THE CONTRACTOR HAS ACHIEVED THE RECOMMENDED DENSITY. ALL FILLING AND COMPACTION OPERATIONS SHOULD ONLY BE ACCOMPLISHED DURING PERIODS OF DRY WEATHER. THE CONTRACTOR SHOULD EXERCISE CAUTION DURING AND AFTER INCLEMENT WEATHER TO ENSURE SUBSIDENCE SUPPORT IS NOT DEGRADED BY CONSTRUCTION OPERATIONS.
MRL STA 5753+00

Direction of Flow

High Water Stage Position

Low Water Stage Position

24" Ø Steel Pipe Pile

LWRP EL (+)

USACE Project Flowline EL (+)

Tip EL (-) -63.0'

Top of Pile EL (+) 7.0'

Approximate Mudline

Laminated Fender

Scale: 1:1

Plan View A

Plan View B

Feet

1:240

80400

0-20-40-60 Feet