



CHANNEL CROSSING PIPELINE REMOVAL PLAN

**Mississippi River, Baton Rouge to Gulf of Mexico, Head of Passes
Hopper Dredge Disposal Area Project (#19-1)
Plaquemines Parish, Louisiana
Contract W912P8-20-C-0044 / GL 84756**

In accordance with the contract specifications section 35 20 23.00, the following is the intended pipeline removal plan of Great Lakes Dredge and Dock Company, LLC (hereinafter referred to as GLDD). For the excavation and removal of the submerged pipe crossing the channel, GLDD will need 2 closure days in order to safely remove the pipeline.

Equipment:

4-5 Tug Boats –	1 Survey Boat – Chesapeake Bay
Layla Renee, Kyle Joseph, KJ Lebouef	2 Anchor Barges
Cutter Suction Dredge Illinois	1 Air Compressor Barge
Idler Barge 177	

1. Removal of Shoaled Material

Removal of shoaled material will be required, and the Dredge Illinois will be utilized to clear all necessary material in order to safely remove the channel crossing pipeline on the first closure day. This event would occur within approximately 3 days of the completion of dredging to allow time for additional pipeline removal up to the channel crossing.

This operation will take place between 0600 and 1800 on the day of the closure. The Dredge Illinois would immediately setup on the western side of the channel on the morning of the channel closure, while still connected to the idler barge 177 and remove material from atop the pipeline with disposal back into the approved area within the HDDA. Following the western side completion, the dredge would relocate to the eastern side of the channel for excavation of necessary material.

Full channel closure would still be needed and in place after the western half of the channel is clear of material to not hinder the pipeline removal.

Once the Dredge Illinois has completed the necessary excavation work, the dredge would pull back and the crew would assist in the pipeline removal process to be detailed further.

In the event these operations are necessary, GLDD will again have the survey vessel and a tug boat dedicated to keeping an eye out for local traffic while still having a licensed USCG Master Pilot on board to act as traffic coordinator.

2. Pipeline Removal

Immediately following the completion of dredging, the crew will begin removing all pieces of subline from the HDDA on the eastern side of the channel up to the channel crossing pipe.

In coordination with all stakeholders, a second channel closure day will be planned to raise the pipe after the Dredge Illinois has completed the excavation of shoaled material. This operation will take place between 0600 and 1800 on the day of the closure. GLDD will make all required notifications at least 48 hours prior to beginning these operations and resume the daily operations calls with all required parties.

During the closure GLDD crew will pick up the joint on the Eastern side of the channel to attach the Air Compressor Barge. Once attached, crew will use the Air Compressor to provide air to the submerged line until it floats and then disconnect it at the riser on the Western side. To assist with the raising of the subline, a second anchor barge will be mobilized that is intended to underrun the subline and work down the pipe from east to west as it comes up. The first anchor barge will be positioned on the western side of the channel to disconnect the joint after it is up and secured. Crew will place pontoon tanks under the line and shift it to a staging area away from the channel to complete demobilization of the pipeline crossing the channel.

During these operations GLDD will again have the survey vessel and a tug boat dedicated to keeping an eye out for local traffic while still having a licensed USCG Master Pilot on board to act as traffic coordinator.

3. Contacts and Coordination

GLDD will work closely with the USACE to coordinate and communicate to all stakeholders prior to the channel closure and throughout the day of the closure as well to allow for the reopening of the channel to happen as quickly and smoothly as possible.

48 hours prior to closing the channel, GLDD will notify all required parties including USACE, USCG, River Pilots, and VTS. At this point GLDD will begin hosting daily teleconference calls to review planned construction activities for the following 2 days. A schedule of the planned construction

activities for the day, a 24 hour look ahead, and a 48 hour look ahead will be distributed to all parties at least 2 hours prior to the meeting.

USCG Sector New Orleans Contacts:

Dispatch – (504) 365-2200

USACE Contacts:

Jacob Bordelon PE – (985) 722-7246

Matthew Fressell COR – (504) 862-2538

Chuck Freeman – (504) 628-5104

River Pilot Contacts:

Capt. Michael Miller – (504) 831-6615

Vessel Traffic Service (VTS):

Primary - 24 hour New Orleans VTS Watch Supervisor (504) 365-2514

Secondary – 24 hour New Orleans Sector Operations Center (504) 365-2533

4. **Pipeline Marking Plan**

Any subline remaining in place following the removal of the channel crossing pipe will be marked by can buoys with a flashing yellow light spaced a maximum of 2,500ft apart while any section remains on bottom. Each joint along the subline that does not have a can buoy fixed to it will have a yellow 48” polyurethane buoy attached.

The floating rubber hose behind the dredge will be marked with flashing yellow lights spaced two joints (80 feet) apart. The yellow lights will sit on top stands 3’ 11” out of the water.

Tug boats and crews will check the lights on both the subline and float hose daily and replace lights as needed until all pipeline has been removed.

The shallow draft access remains in place on the western side of the channel with >400’ of access at 25’ or more of water depth. In addition, as the pipe approaches the shoreline on the western bank, three (3) danger submerged pipeline buoys are in place noting the hazard.

5. **Survey and Monitoring**

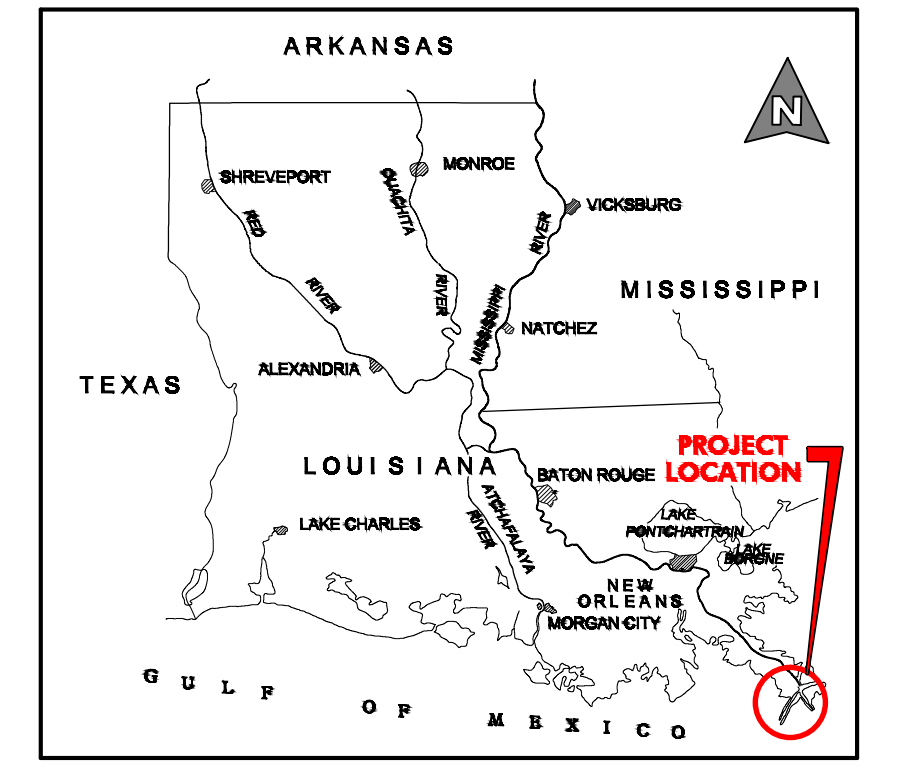
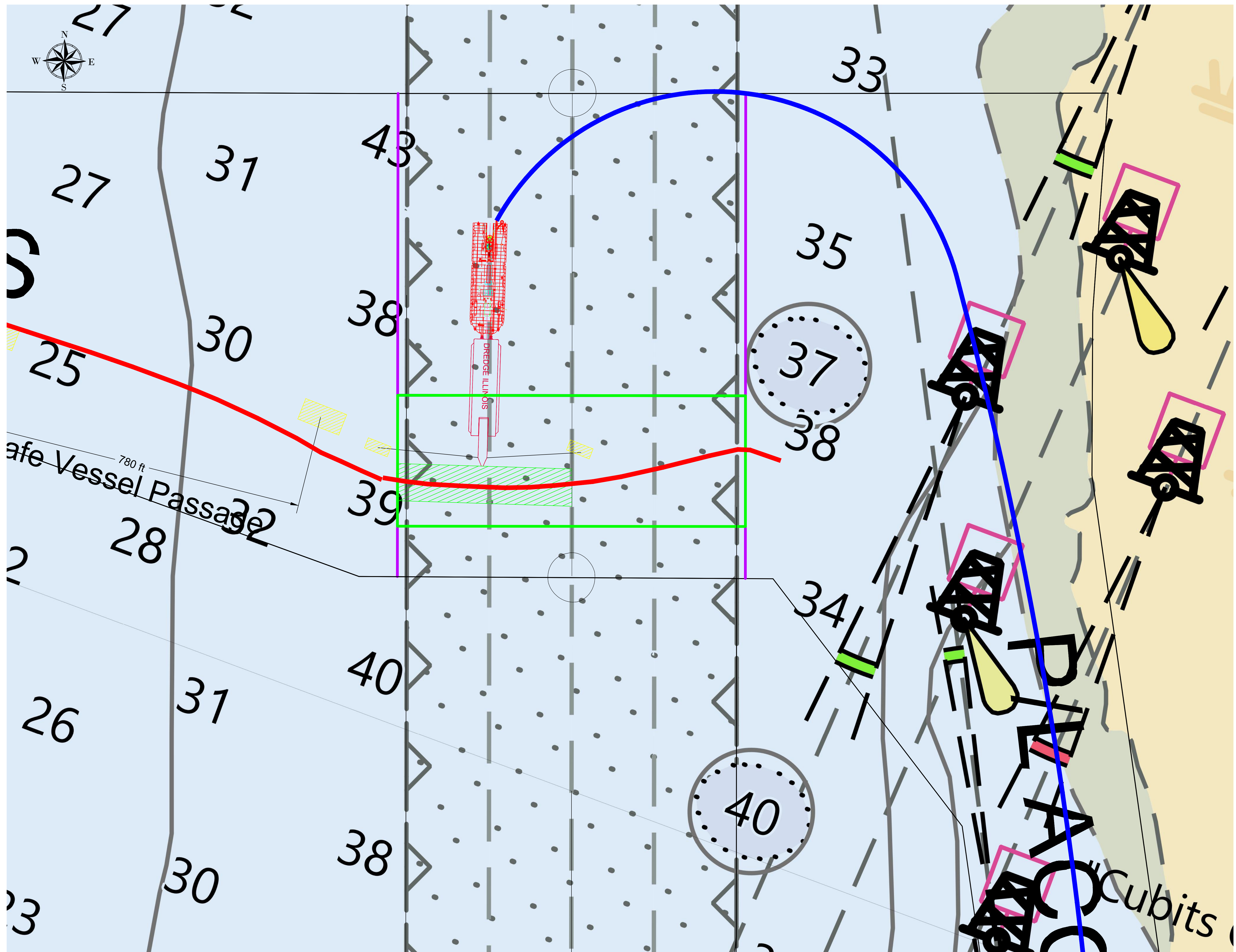
A survey boat will be available throughout the removal process to confirm that the pipe has been cleared of material before picking it up as well as confirming any new positions for pipeline remaining after the channel crossing pipe has been removed.

APPENDIX ITEMS

- A. Drawing of pipeline removal and excavation if needed
- B. Schedule of Work – Excavation Needed
- C. Schedule of Work – Pipe Removal Only

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors	Notes	Aug 22, '21								
								T	F	S	S	M	T	W	T	F
1		Pipeline Removal Pla	5.4 days	Sat 8/21/21	Thu 8/26/21											
2		Dredging of HDDA Completed	0 days	Sat 8/21/21	Sat 8/21/21		Secured in HDDA									
3		Remove 4 pieces of Subline	3 days	Sat 8/21/21	Tue 8/24/21	2	Between HDDA and Eastern Toe									
4		Position Dredge and Dig Western	0.13 days	Tue 8/24/21	Tue 8/24/21	3										
5		Move Dredge to East Cut	0.02 days	Tue 8/24/21	Tue 8/24/21	4										
6		Dig East Cut	0.08 days	Tue 8/24/21	Tue 8/24/21	5										
7		Connect Air Compressor Barge	0.02 days	Thu 8/26/21	Thu 8/26/21	6FS+1.75 days										
8		Raise Channel Crossing	0.4 days	Thu 8/26/21	Thu 8/26/21	7										

Project: Channel Crossing Pipe Re Date: Fri 8/13/21	Task		Project Summary		Manual Task		Start-only		Deadline	
	Split		Inactive Task		Duration-only		Finish-only		Progress	
	Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
	Summary		Inactive Summary		Manual Summary		External Milestone			



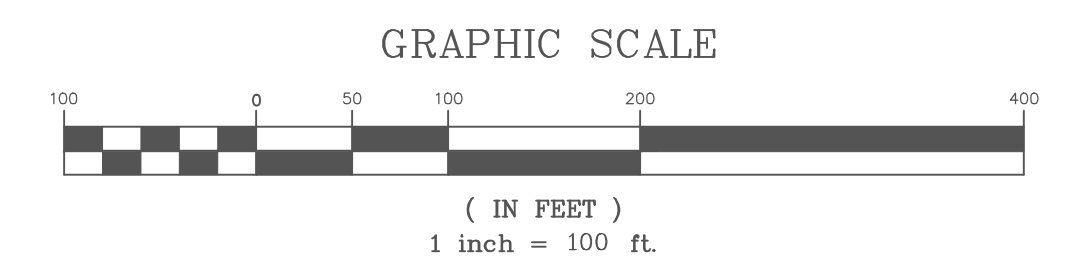
- LEGEND
- █ GLDD SUBMERGED PIPELINE
 - ▲ DANGER SUBMERGED PIPELINE BUOYS
 - █ ANCHOR BUOYS

STEP 1 - SETUP AND CLEAR MATERIAL OVER TOP OF PIPE ON GREEN SIDE

PROJECT:
TITLE:
GLDD MISSISSIPPI RIVER CHANNEL CROSSING REMOVAL

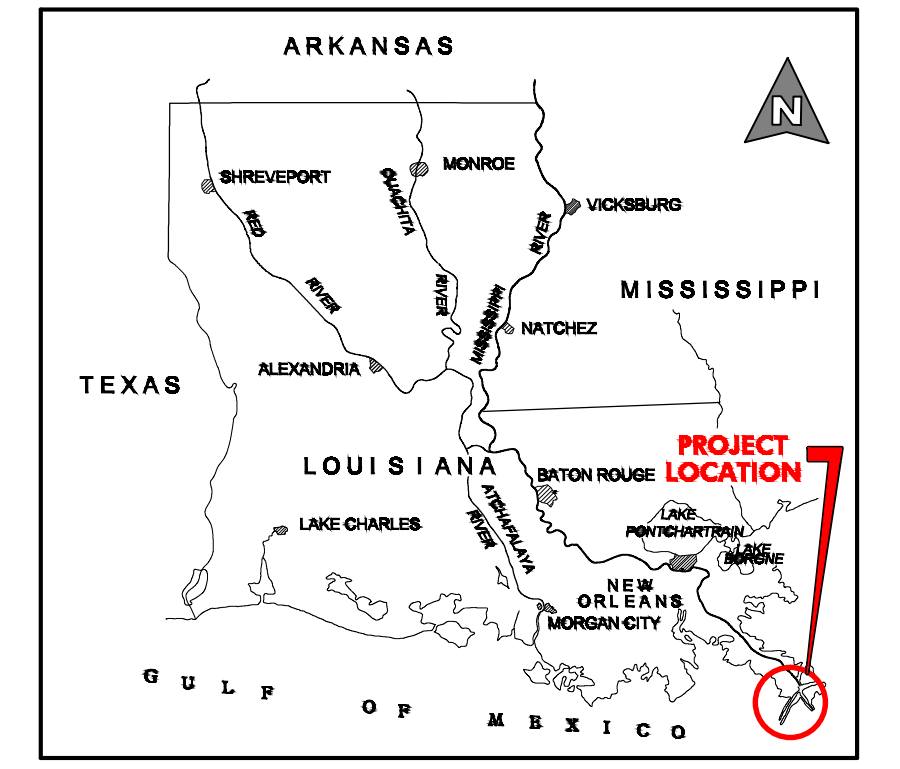
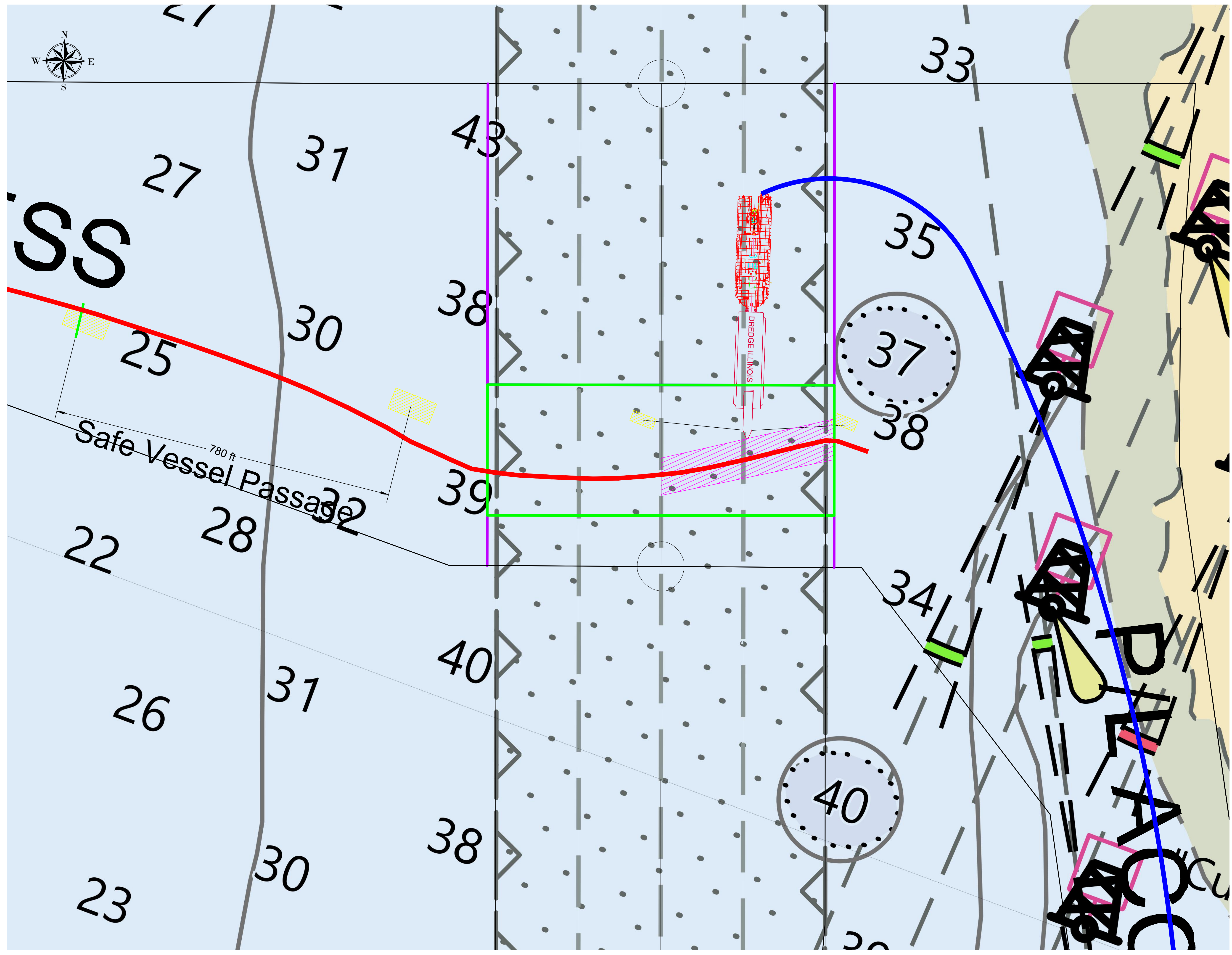
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GREAT LAKES DREDGE AND DOCK COMPANY
2122 YORK ROAD, OAK BROOK IL 60523
CIVIL ENGINEERING / SURVEYING DIVISION
Phone: (630) 574-3000 Fax: (630) 574-1515

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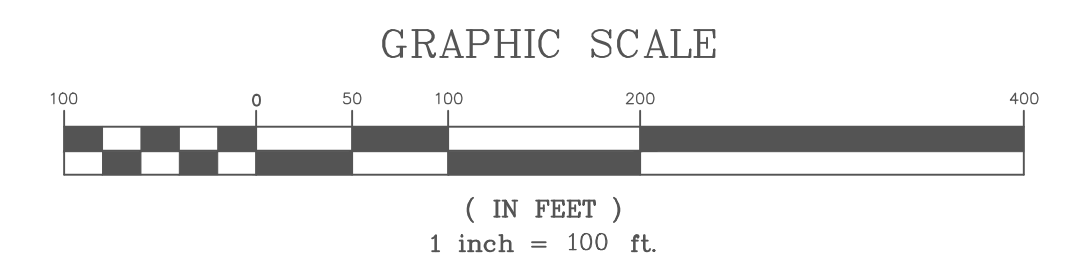


- LEGEND
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 - ▲ DANGER SUBMERGED PIPELINE BUOYS
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STEP 2 - SETUP AND CLEAR MATERIAL OVER TOP OF PIPE ON RED SIDE

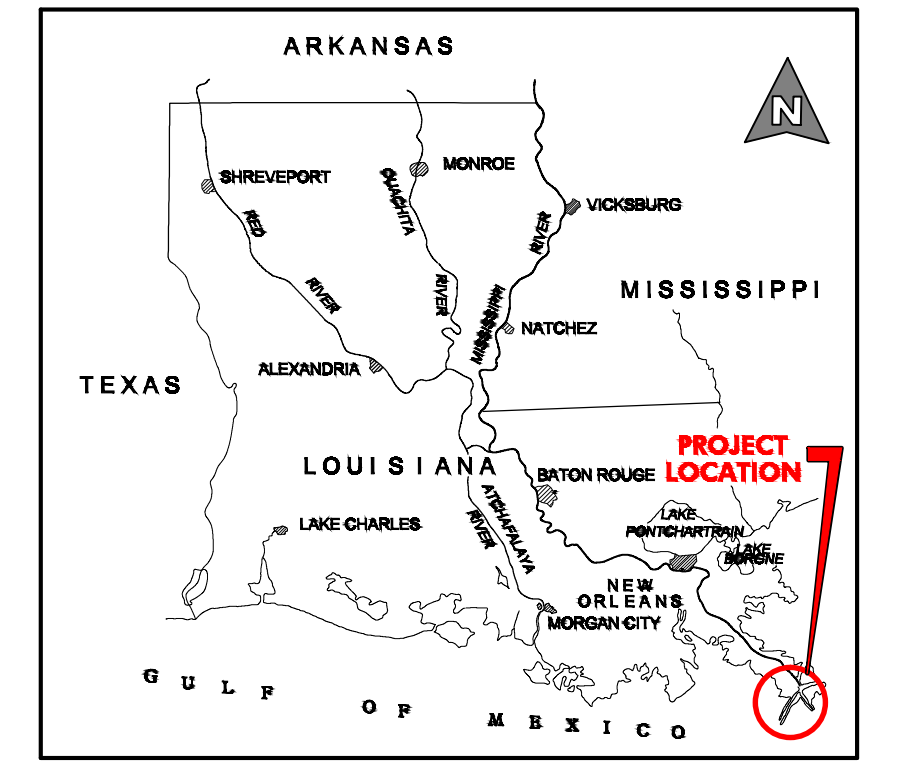
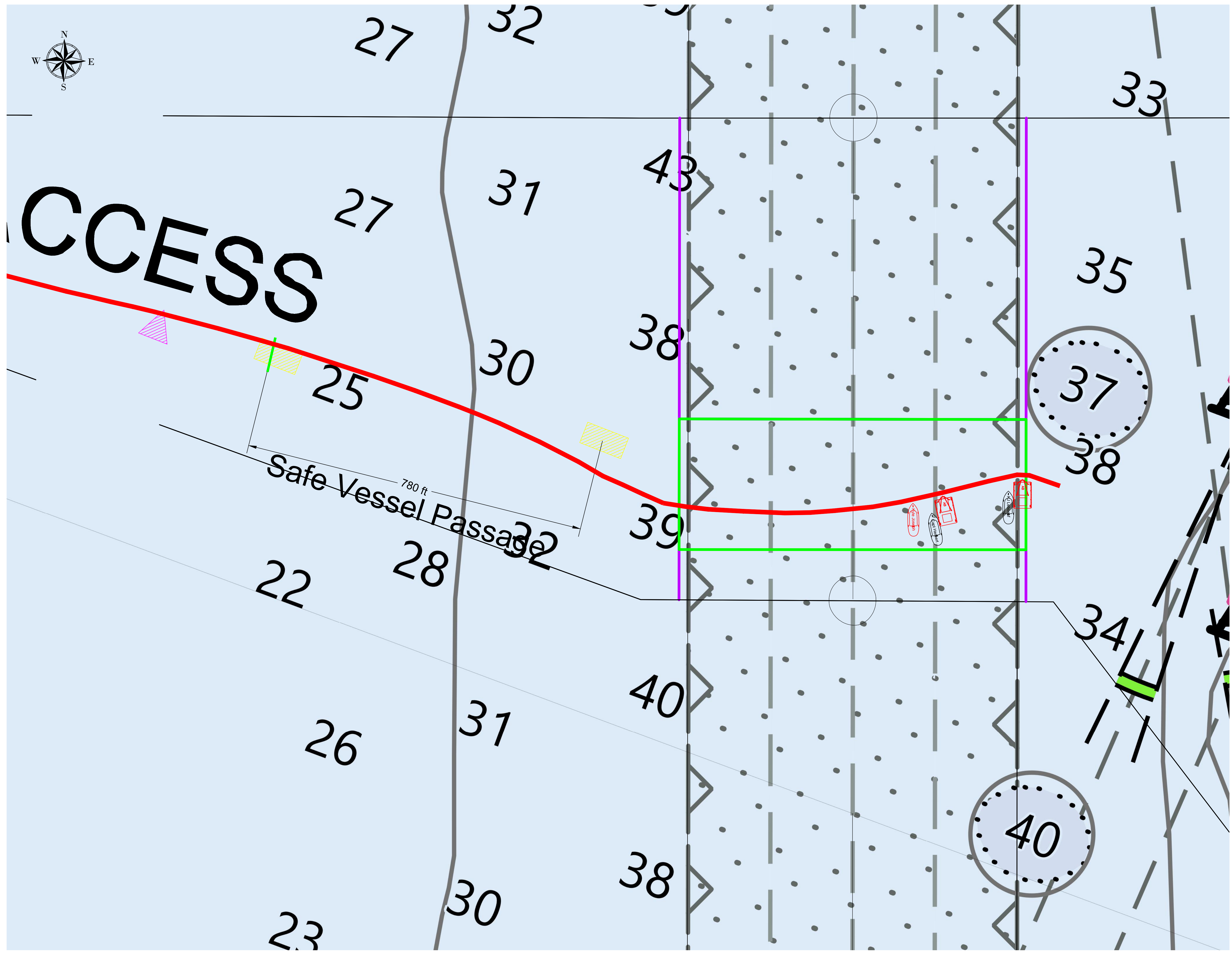
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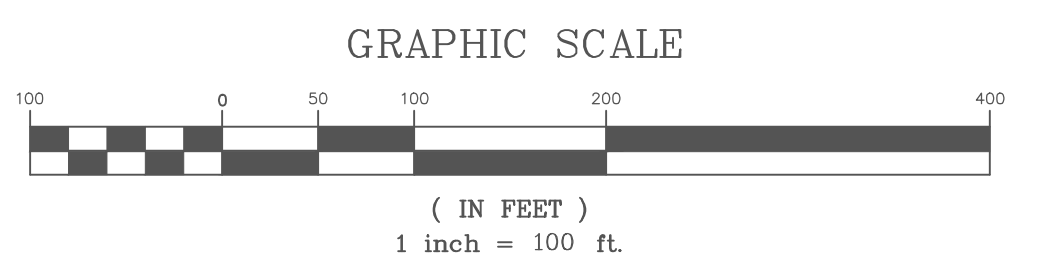
- █ GLDD SUBMERGED PIPELINE
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- ▭ ANCHOR BUOYS

STEP 3 - CONNECT AIR COMPRESSOR BARGE TO PIPE ON THE RED SIDE AND BEGIN RAISING THE PIPELINE

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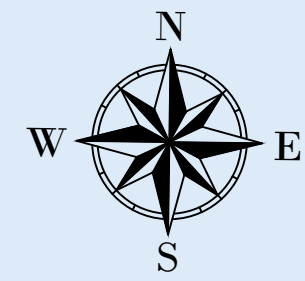
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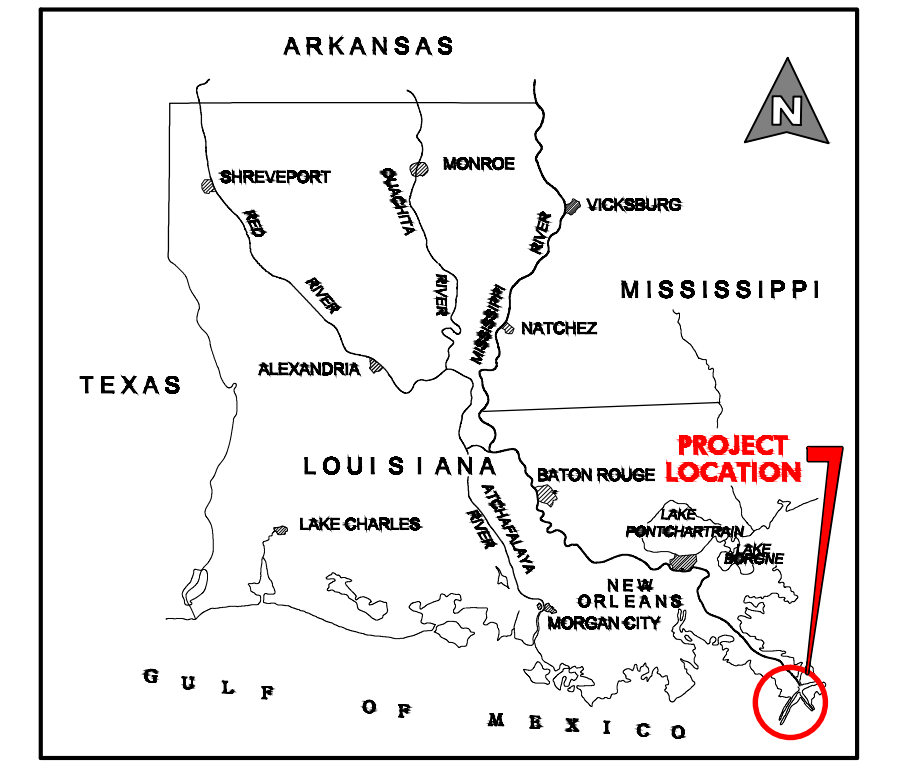
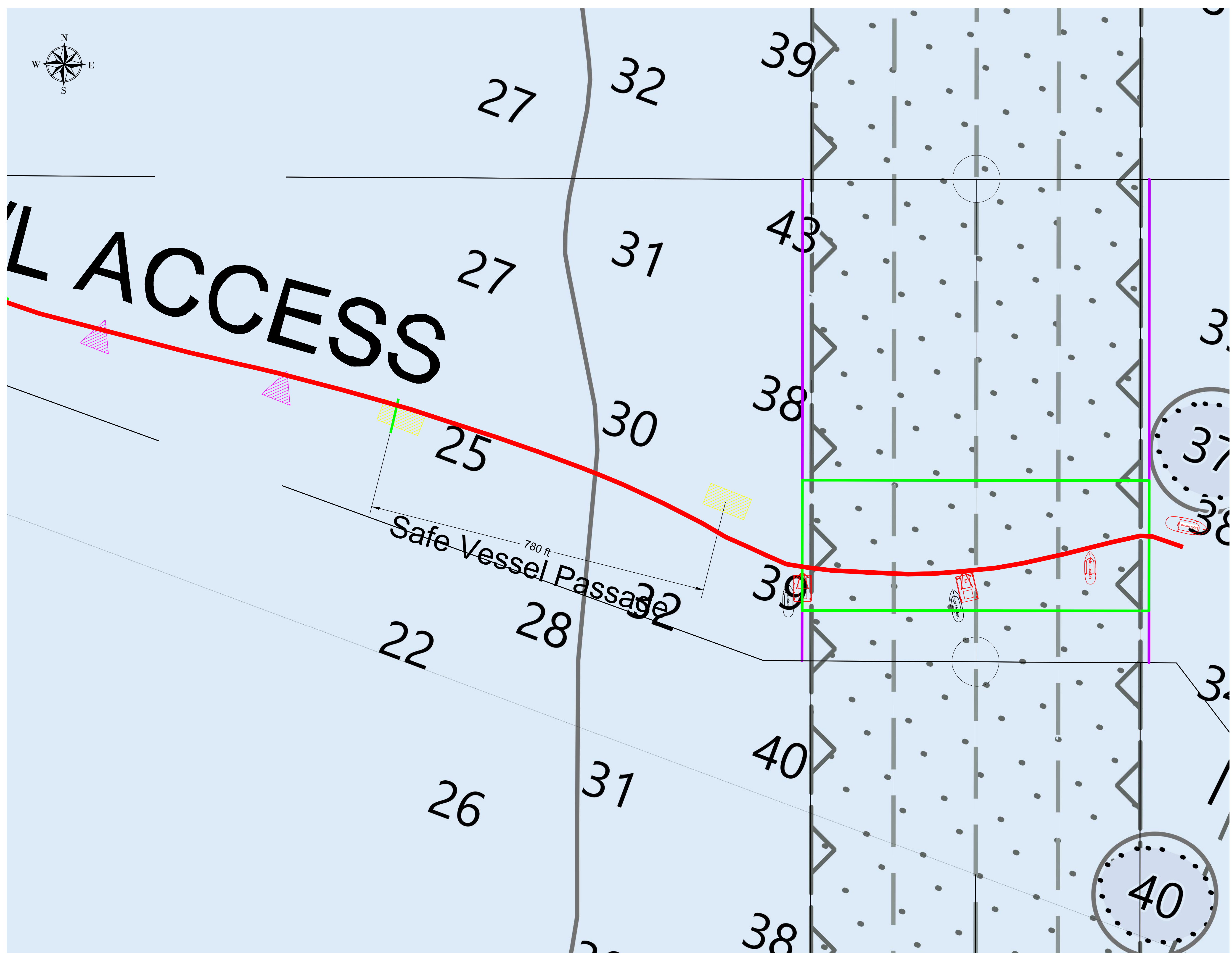


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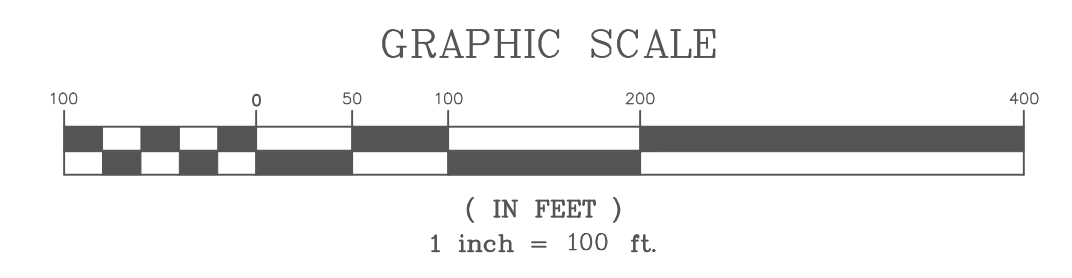
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STEP 4 - CONTINUE PROVIDING AIR TO THE PIPE AND WORK TOWARD THE GREEN SIDE TO RAISE PIPELINE SLOWLY

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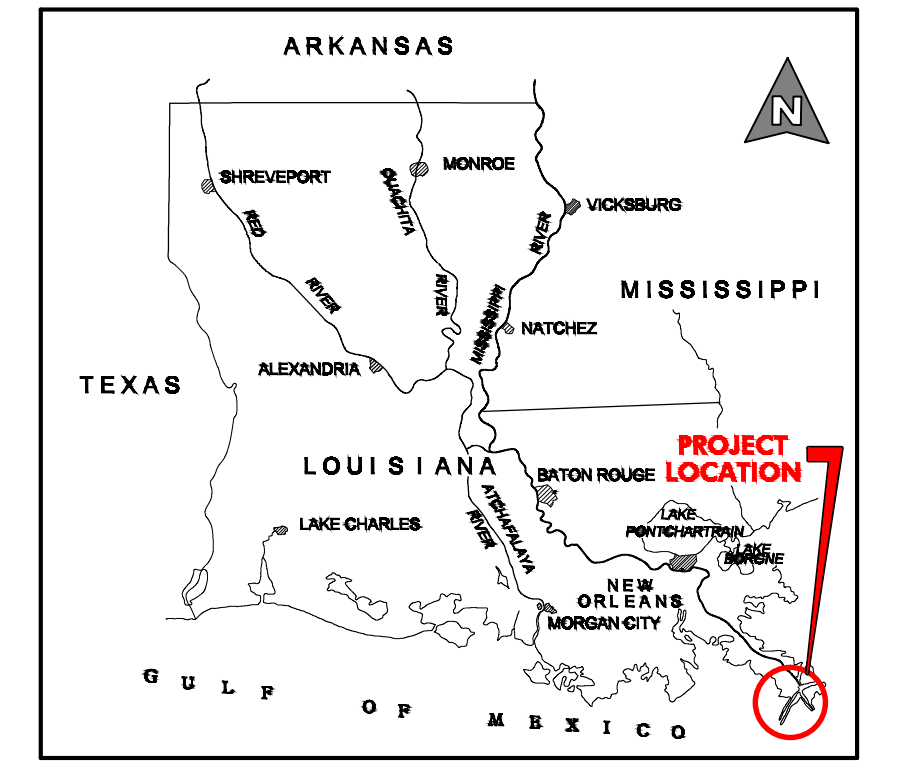
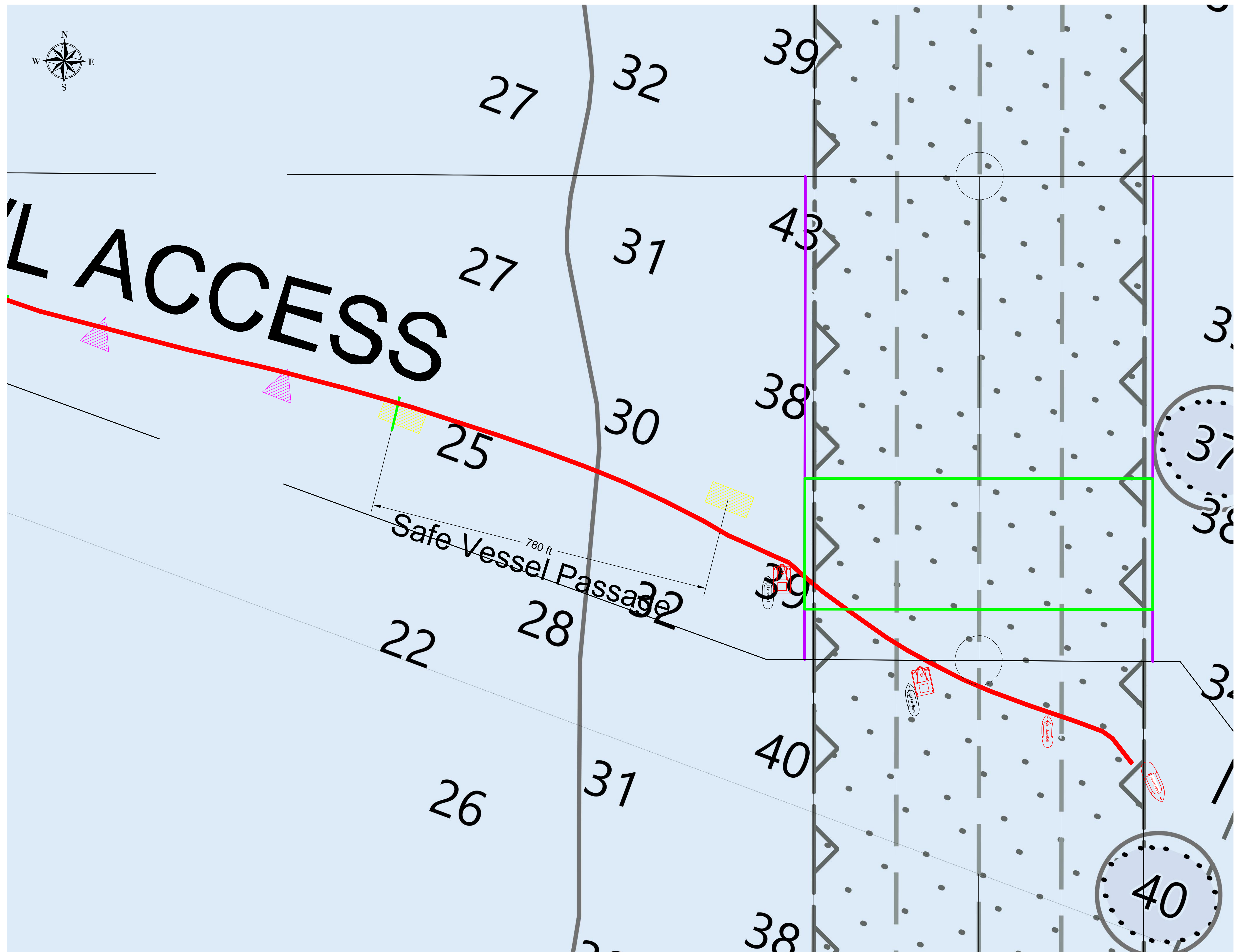
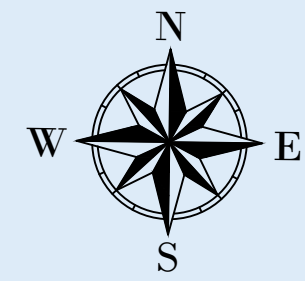
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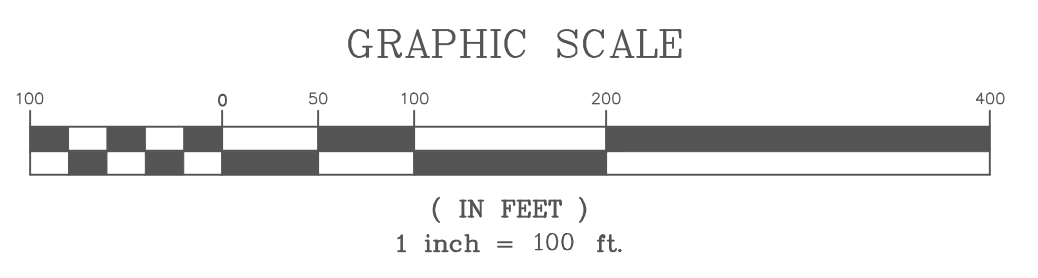
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**STEP 5 -
DISCONNECT THE
FITTINGS ON THE
RED SIDE ONCE THE
PIPE HAS BEEN
FLOATED**

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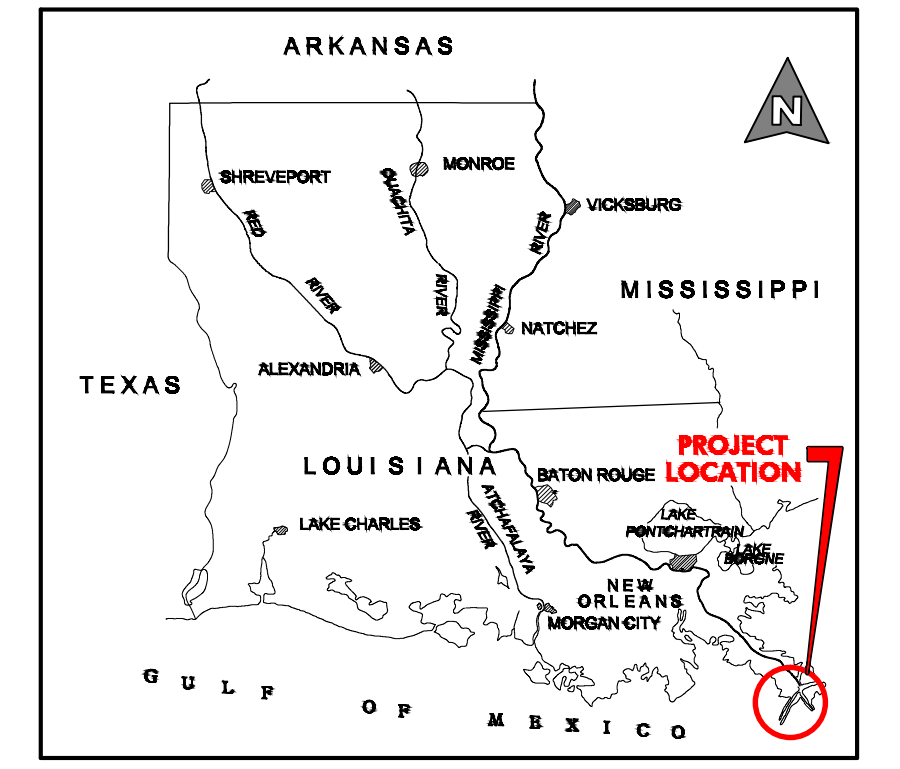
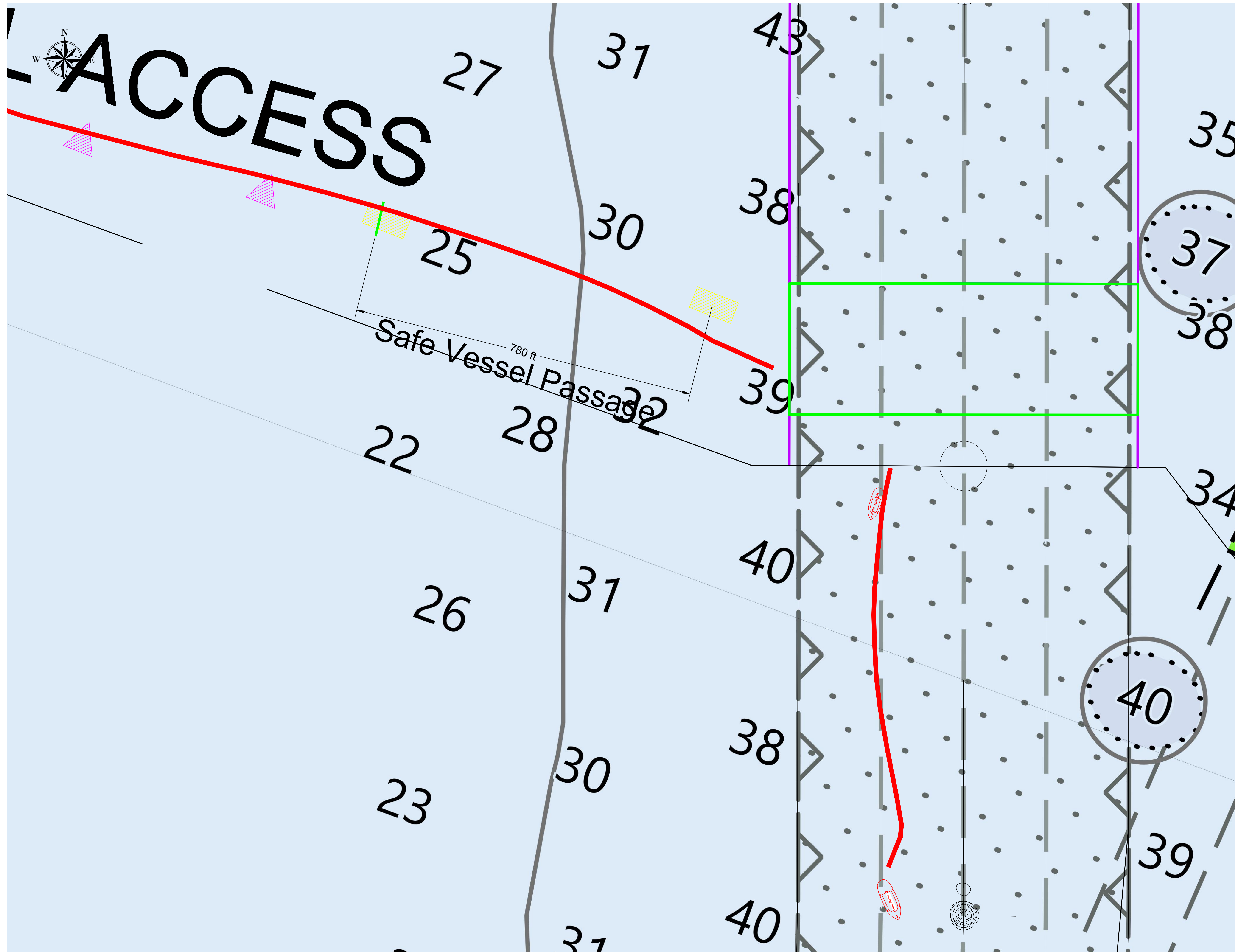
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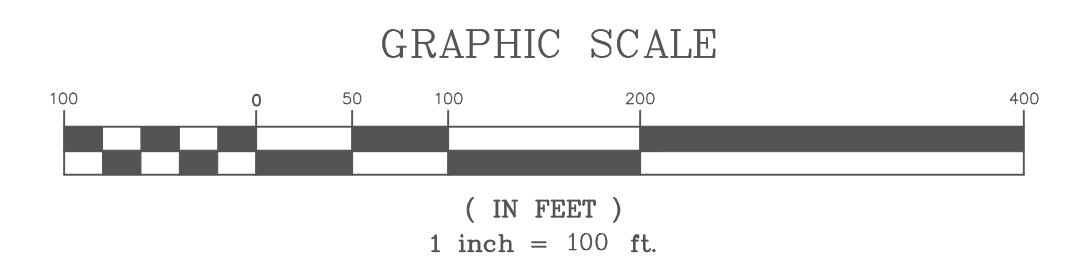
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STEP 6 - TOW THE DISCONNECTED PIPELINE TO THE STAGING AREA AND OPEN THE CHANNEL

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