

1. The specifications and drawings for Invitation No. DACW64-03-B-0020, Dredging, Sabine Pass Channel, Port of Port Arthur, Sabine-Neches Canal Turning Basin in Jefferson County, Texas and Cameron Parish, Louisiana, Sabine-Neches Waterway, Texas, advertised 9 June 2003, and for which bids are rescheduled to be opened on 14 July 2003, are hereby modified as follows:

BID OPENING IS HEREBY RESCHEDULED FOR 2:00 PM, LOCAL TIME IN ROOM 175, JADWIN BUILDING, 16 JULY 2003.

(a) Specifications.

(1) BID SCHEDULE, Pages 00010-1 Through 00010-5 (Issued with Amendment No. 0001). - The enclosed new Bid Schedule, Pages 00010-1 through 00010-5 supersedes that issued with Amendment No. 0001 to this Invitation.

(2) Page 01100-1, Paragraph 1. - At the end of this Paragraph, add the following:

"If Option No. 1 is awarded, an additional 75 days will be added to the contract time of 150 days. If Option No. 2 is awarded, an additional 15 days will be added to the contract time of 150 days. If Option No. 3 is awarded, an additional 60 days will be added to the contract time of 150 days. If two or more Options are awarded, the additional time will be the summation of days added to the contract time. Example: If the three Options are awarded, the total time will be 150 days plus 75 days plus 15 days plus 60 days for a total of 300 days."

(3) SECTION 02482 DREDGING (Issued with Amendment No. 0001). - The enclosed new SECTION 02482 entitled DREDGING supersedes that issued with Amendment No. 0001 to this Invitation.

(b) Drawings.

Reference: Amendment No. 0001, Items (1) Through (7). - Items (1) through (7) shall be deleted and substitute the following Items therefor:

(1) Sheets Nos. 1 of 30 Through 3 of 30. - The new "Sheets Nos. 1 of 36 through 3 of 36" supersede "Sheets Nos. 1 of 30 through 3 of 30" and were issued with Amendment No. 0001 to this Invitation. Also, the enclosed SKETCH NO. 1 shall be added to Sheet No. 2 of 36 and shall become a part of this Invitation.

(2) Sheets Nos. 4 of 30 Through 14 of 30. - Manually change "Sheets Nos. 4 Of 30 through 14 of 30" to read "4 of 36 through 14 of 36."

(3) Sheets Nos. 15 of 30 and 16 of 30. - The new "Sheets Nos. 15 of 36 and 16 of 36" supersede "Sheets Nos. 15 of 30 and 16 of 30" and were issued with Amendment No. 0001 to this Invitation.

(4) Sheet No. 17 of 30. - Manually change "Sheet No. 17 Of 30" to read "Sheet No. 17 of 36" and add the following Note to this Drawing:

"3. THE NEW PIPES ARE 170' LONG FROM THE BOX TO THE DITCH. THE EXISTING PIPES ARE 83' IN LENGTH."

(5) Sheets Nos. 18 of 30 Through 21 of 30. - Manually change "Sheets Nos. 18 Of 30 through 21 of 30" to read "18 of 36 through 21 of 36."

(6) Sheets Nos. 22 of 30 Through 26 of 30. - The new Sheets Nos. 22 of 36 through 26 of 36" supersede "Sheets Nos. 22 of 30 through 26 of 30" and were issued with Amendment No. 0001 to this Invitation.

(7) Sheets Nos. 27 of 30 Through 30 of 30. - Manually change "Sheets Nos. 27 Of 30 through 30 of 30" to read "27 of 36 through 30 of 36."

(8) Sheets Nos. 31 of 36 Through 36 of 36. - The new Sheets Nos. 31 of 36 through 36 of 36 shall be added to and become a part of this Invitation. These Sheets were issued with Amendment No. 0001 to this Invitation.

NOTE: As stated in Items (1), (6), and (8) above, the Sheets issued with Amendment No. 0001 to this Invitation will not be reissued with this Invitation No. 0003.

2. This amendment shall be attached to, and become a part of, the specifications.

3 Encls

1. Bd Sched, Pgs 00010-1 thru 00010-5
2. SECTION 02482
3. SKETCH NO. 1

**SABINE-NECHES WATERWAY,
TEXAS, SABINE PASS CHANNEL, PORT OF
PORT ARTHUR, SABINE-NECHES CANAL
TURNING BASIN IN JEFFERSON COUNTY, TEXAS
AND CAMERON PARISH, LOUISIANA,
DREDGING**

**BIDDING SCHEDULE
(TO BE ATTACHED TO STANDARD FORM 1442)**

Item No.	Description	Estimated Quantity	Unit	Unit Price	Estimated Amount
<u>SCHEDULE NO. 1</u>					
0001	Mobilization and Demobilization	1	L.S.	\$ _____	\$ _____
0002	Dredging Sabine Pass Channel (Section Nos. 1-4)	1,370,000*	C.Y.	\$ _____	\$ _____
0003	Dredging Sabine-Neche Canal (Section No. 10)	150,000	C.Y.	\$ _____	\$ _____
0004	Pipelines (Section Nos. 1-4)	1	L.S.	\$ _____	\$ _____
0005	Mobilization and Demobilization (U.S. Coast Guard Station)	1	L.S.	\$ _____	\$ _____
0006	Dredging (U.S. Coast Guard Station) (Section Nos. 5-8)	60,500	C.Y.	\$ _____	\$ _____
TOTAL SCHEDULE NO. 1					\$ _____

* Includes 1,309,500 cubic yards from Section Nos. 1-4 and 60,500 cubic yards from Section Nos. 5-8.

00010-1

(To Accompany Amendment No. 0003 to Invitation No. DACW64-03-B-0020)

INVITATION NO. DACW64-03-B-0020

**BIDDING SCHEDULE (CONT;D)
(TO BE ATTACHED TO STANDARD FORM 1442)**

Item No.	Description	Estimated Quantity	Unit	Unit Price	Estimated Amount
<u>OPTION NO. 1</u>					
0007	Levees, Drop-Outlet, and and Ditches-P.A. No. 5	1	L.S.	\$ _____	\$ _____
0008	Mobilization and Demobilization (Section Nos. 1-4)	1	L.S.	\$ _____	\$ _____
0009	Dredging Sabine Pass Channel (Section Nos. 1-4)	1,370,000*	C.Y.	\$ _____	\$ _____
0010	Pipeline (Section Nos. 1-4)	1	L.S.	\$ _____	\$ _____
TOTAL OPTION NO. 1					\$ _____
TOTAL SCHEDULE NO. 1 AND OPTION NO. 1					\$ _____

BID ITEMS NOS. 0008, 0009, and 0010 shall reflect only a decrease to BID ITEMS NOS. 0001, 0002, and 0004. This is due to reduction in pipeline length; thus, resulting in an increase in production.

* Includes 1,309,500 cubic yards from Section Nos. 1-4 and 60,500 cubic yards from Section Nos. 5-8.

00010-2

(To Accompany Amendment No. 0003 to Invitation No. DACW64-03-B-0020)

**BIDDING SCHEDULE (CONT'D)
(TO BE ATTACHED TO STANDARD FORM 1442)**

Item No.	Description	Estimated Quantity	Unit	Unit Price	Estimated Amount
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PORT OF PORT ARTHUR BERTHING AREA

**OPTION NO. 2
Placement Area No. 8**

0011	Dredging Port Arthur Dock Area (Section 9)	111,000	C.Y.	\$ _____	\$ _____
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TOTAL OPTION NO. 2 \$ _____

TOTAL SCHEDULE NO. 1 AND OPTIONS NOS 1 AND 2 \$ _____

00010-3

(To Accompany Amendment No. 0003 to Invitation No. DACW64-03-B-0020)

**BIDDING SCHEDULE (CONT'D)
(TO BE ATTACHED TO STANDARD FORM 1442)**

Item No.	Description	Estimated Quantity	Unit	Unit Price	Estimated Amount
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PORT ARTHUR CANAL, SABINE-NECHES CANAL, ENTRANCE CHANNEL AND PORT ARTHUR EAST AND WEST TURNING BASINS AND CONNECTING CHANNEL

**OPTION NO. 3
Placement Area No. 8**

0012	Dredging Taylors Bayou Junction Area (Section Nos. 11-14, and 13A)	1,280,000	C.Y.	\$ _____	\$ _____
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0013	Pipelines Taylors Bayou Junction Area (Section Nos. 11-14, and 13A)	1	L..S.	\$ _____	\$ _____
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TOTAL OPTION NO. 3 \$ _____

TOTAL SCHEDULE NO. 1 AND OPTIONS NOS 1, 2, AND 3 \$ _____

00010-4

(To Accompany Amendment No. 0003 to Invitation No. DACW64-03-B-0020)

BIDDING SCHEDULE (CONT'D)
(TO BE ATTACHED TO STANDARD FORM 1442)

1. ARITHMETIC DISCREPANCIES (EFARS 52.214-5000).

(a) For the purpose of initial evaluation of bids, the following will be utilized in resolving arithmetic discrepancies found on the face of bidding schedule as submitted by the bidder:

- (1) Obviously misplaced decimal points will be corrected;
- (2) Discrepancy between unit price and extended price, the unit price will govern;
- (3) Apparent errors in extension of unit prices will be corrected;
- (4) Apparent errors in addition of lump-sum and extended prices will be corrected.

(b) For the purpose of bid evaluation, the Government will proceed on the assumption that the bidder intends his bid to be evaluated on the basis of the unit prices, the totals arrived at by resolution of arithmetic discrepancies as provided above and the bid will be so reflected on the abstract of bids.

(c) These correction procedures shall not be used to resolve any ambiguity concerning which bid is low.

2. MODIFICATIONS (CESWG). If a modification to a bid based on unit prices is submitted, which provides for a lump sum adjustment to the total estimated cost, the application of the lump sum adjustment of each unit price in the bid schedule must be stated. If it is not stated, the bidder agrees that the lump sum adjustment shall be applied on a pro rata basis to every unit price in the bid schedule.

3. EVALUATION OF OPTIONS (JUL 1999) (FAR 52.217-5). Except when it is determined in accordance with FAR 517.206(b) not to be in the Government's best interests, the Government will evaluate offers for award purposes by adding the total price for all options to the total price for the basic requirement. Evaluation of options will not obligate the Government to exercise the options.

4. SALES TAX EXEMPTION. If you intend seeking a sales tax exemption on this contract, please contact the Comptroller of Public Accounts at 1 800-252-5555.

00010-5

(To Accompany Amendment No. 0003 to Invitation No. DACW64-03-B-0020)

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SECTION 02482 - DREDGING**PART 1 - GENERAL**

1.1 SCOPE OF WORK. The work in this Section consists of furnishing plant, labor, materials, and equipment and performing the work required by these specifications, schedules, and drawings forming parts thereof for dredging the Sabine-Neches Waterway, Texas, Sabine Pass Channel, U. S. Coast Guard Berthing Area - Sabine Pass, Port of Port Arthur, Sabine Neches Canal Turning Basin in Jefferson County, Texas and Cameron Parish, Louisiana as follows:

Required Depth Below MLT (Feet)	Required Width (Feet)	From Station	To Station	Distance Between Stations (Feet)
SABINE PASS CHANNEL				
42	730-800	104+00	105+20	120
42	800	105+20	176+80	7,160
42	800-615	176+80	180+00	320
42	601-1,153	230+00	245+52	1,552
42	1,153-500	245+52	270+00	2,448
42	500	270+00	296+24	2,624
			SUB-TOTAL	14,224
U.S. COAST GUARD BOAT BASIN - SABINE PASS				
15	0-527	-3+00	10+00	1,300
15	18	0+00	0+65	65
15	15	0+00	0+65	65
15	44	0+65	1+15	50
15	30	0+00	0+65	65
15	13-23	0+65	1+15	50
15	45-70	0+00	2+25	225
			SUB-TOTAL	1,820

(cont'd) Required Depth Below MLT (Feet)	Required Width (Feet)	From Station	To Station	Distance Between Stations (Feet)
PORT OF PORT ARTHUR BERTHING AREA				
42	100	0+00	34+50	3,450
			SUB-TOTAL	3,450
SABINE-NECHES CANAL TURNING BASIN				
42	400-900	184+22	200+00	1,578
			SUB-TOTAL	1,578
TAYLORS BAYOU JUNCTION AREA PORT ARTHUR CANAL				
42	515-1788	290+00	326+24.5*	3,625
TAYLORS BAYOU JUNCTION AREA SABINE-NECHES CANAL				
42	1060-400	0+00	40+00	4,000
TAYLORS BAYOU JUNCTION AREA ENTRANCE CHANNEL TO PORT ARTHUR TURNING BASINS				
42	282-736	0+00	16+00	1,600
TAYLORS BAYOU JUNCTION AREA PORT ARTHUR EAST TURNING BASINS				
42	347-370	0+00	17+65	1,765
TAYLORS BAYOU JUNCTION AREA PORT ARTHUR WEST TURNING BASIN AND CONNECTING CHANNEL				
42	700-250	16+00	61+30**	5,243
			SUBTOTAL	16,233
			TOTAL	37,305
* Sta. 326+24.59 (Port Arthur Canal) = Sta. 0+00 (Sabine-Neches Canal)				
** Sta. 22+10.2 (Backward) = Sta. 14+97.5 (Forward) (Port Arthur West Turning Basin)				

1.1.1 The varying bottom width(s) and lengths to be dredged are shown on the drawings referred to in the SPECIAL CONTRACT REQUIREMENTS, STANDARD CLAUSE entitled CONTRACT DRAWINGS AND SPECIFICATIONS. The Contractor shall remove sufficient material to provide the limiting side and end slopes specified in the Paragraph: OVERDEPTH, SIDE AND END SLOPES, below.

1.2 LOCATION. The work is located near Sabine Pass and Port Arthur, Texas.

1.3 OBSTRUCTION OF CHANNEL. The Government will not undertake to keep the Channel free from vessels or other obstructions, except to the extent of such regulations, if any, as may be prescribed by the Secretary of the Army, in accordance with the provisions of Section 7 of the River and Harbor Act approved 8 August 1917. The Contractor will be required to conduct the work using a method that will obstruct navigation as little as possible, and if the Contractor's plant does obstruct the Channel and makes the passage of vessels difficult or endangers them, said plant shall be promptly moved on the approach of a vessel as far as may be necessary to afford a practicable passage. Upon completion of the work, the Contractor shall promptly remove its plant, including ranges, buoys, piles, and other marks placed by it under this contract.

1.4 TEMPORARY REMOVAL OF AIDS TO NAVIGATION. The temporary removal or changes in locations of channel markers may be required to facilitate dredging operations. The Contractor shall notify the Contracting Officer at least 21 days prior to the date that the removal or change in location of channel markers will be required so the U.S. Coast Guard can perform the work and so navigation interests may be informed sufficiently in advance of the proposed removal or change in location.

1.5 NOTIFICATION PRIOR TO COMMENCEMENT OF DREDGING OPERATIONS. The Contractor shall notify the Area Engineer, U.S. Army Corps of Engineers, Northern Area Office, Port Arthur Project Office, P.O. Box 157, Port Arthur, Texas 77641 in writing, at least 10 days prior to commencement of dredging operations, the location or locations at which a dredge or dredges will be placed on the work. This information is required in addition to the progress charts and schedules provided for in the CONTRACT CLAUSE entitled SCHEDULE FOR CONSTRUCTION CONTRACTS.

1.6 UTILITIES ACROSS THE LIMITS OF DREDGING. The following submerged pipeline crosses the area to be dredged.

SABINE PASS		
APPROXIMATE STATION	DESCRIPTION	OWNER
242+27.5	One 30-inch Pipeline	Natural Gas Pipeline Co. Permit No. 12504
242+73.5	One 30-inch Pipeline	Natural Gas Pipeline Co. Permit No. 12504
SABINE-NECHES CANAL		
140+00	Two Fiber Optic Communication Cables	Time Warner Communications Permit No. 14114 (04/58)
183+40	Two Waterlines	City of Port Arthur (409) 983-8226
195+37.6	One 16-inch Pipeline	City of Port Arthur Permit No. 14114

EVERY EFFORT HAS BEEN MADE TO GIVE ALL PERTINENT DETAILS ON THE LOCATION OF THE PIPELINES. THE DATA FURNISHED ON THE PLANS ARE BELIEVED TO BE SUBSTANTIALLY CORRECT. HOWEVER, THE EXACT LOCATIONS MAY VARY FROM THAT SHOWN ON THE DRAWINGS. THEREFORE, THE CONTRACTOR SHALL COOPERATE WITH THE RESPECTIVE OWNERS TO ESTABLISH THE ACTUAL POSITION OF THE PIPELINES. THE U.S. ARMY CORPS OF ENGINEERS PERMITS OF THE RESPECTIVE PIPELINES AND PREVIOUS SURVEYS ARE AVAILABLE IN THE AREA OFFICE.

THE FOLLOWING IS FURNISHED FOR INFORMATION ON VERIFYING PIPELINE OWNERSHIPS:

Texas Excavation Safety System (Dig-Tess) 1-800-344-8377.

1.7 WORK COVERED BY THE CONTRACT PRICE.

1.7.1 Mobilization and Demobilization for Schedule No. 1.

1.7.1.1 The contract lump sum price for "Mobilization and Demobilization" shall include the costs in connection with mobilization and demobilization of the plant necessary to perform work under the various bid items in Schedule No. 1 of the Bidding Schedule relating to dredging Section Nos. 1 through 4. The contract price shall include transportation and other costs incidental to delivery of the plant and other equipment to

the general work areas in condition ready for operation and, after completion of the work, for removal of the plant and equipment. The equipment for this mobilization and demobilization shall include necessary plant to pump from Section Nos. 1 through 4 to Placement Area No. 8.

1.7.1.2 The contract lump sum price for "Mobilization and Demobilization (U.S. Coast Guard Station)" shall include the costs in connection with mobilization and demobilization of the plant necessary to perform work under the various bid items in Schedule No. 1 of the Bidding Schedule relating to dredging Section Nos. 5 through 8. The contract price shall include transportation and other costs incidental to delivery of the plant and other equipment to the general work areas in condition ready for operation and, after completion of the work, for removal of the plant and equipment. The equipment for this mobilization and demobilization shall include necessary plant to pump from Section Nos. 5 through 8 to the adjacent Channel. Note: The costs for pumping the material from the adjacent Channel to Placement Area No. 8 shall be included in the costs for dredging Section Nos. 1 through 4.

1.7.2 Mobilization and Demobilization for Option No. 1.

1.7.2.1 The contract lump sum price for "Mobilization and Demobilization for Option No. 1" shall reflect the decrease in costs in connection with pumping material to Placement Area No. 5 in lieu of additional plant necessary to pump material from Section Nos. 1 through 4 to Placement Area No. 8.

1.7.3 Dredging under Schedule No. 1, Option No. 1, Option No. 2, and Option No. 3.

1.7.3.1 The contract unit price per cubic yard for "Dredging Sabine Pass Channel (Section Nos. 1-4)" under Schedule No. 1 and "Dredging Taylors Bayou Junction Area (Section Nos. 11-14 and 13A)" under Option No. 3 shall include the cost of removal and placement of the material as specified in Paragraphs: CHARACTER OF MATERIALS and PLACEMENT OF EXCAVATED MATERIAL below.

1.7.3.2 The contract unit prices per cubic yard for "Dredging Sabine-Neches Canal (Section No. 10)," "Dredging U.S. Coast Guard Station (Section Nos. 5-8)" under Schedule No. 1 and "Dredging Port Arthur Dock Area (Section No. 9)" under Option No. 2 shall include the cost of removal and placement of the material as specified in Paragraphs: CHARACTER OF MATERIALS and PLACEMENT OF EXCAVATED MATERIAL below. The contract price also includes costs for laying, removing, and handling pipelines. Note: The pipeline costs for "Dredging U.S. Coast Guard Station (Section Nos. 5-8)" shall include costs only to pump the material from the U.S. Coast Guard Station to the adjacent Channel, Sabine Pass Channel..

1.7.3.3 The contract unit price per cubic yard for "Dredging Sabine-Neches Channel (Section Nos. 1-4)," under Option No. 1 shall include the decrease in cost as a result in reduction in pipeline length and additional plant which shall result in an increase in production.

1.7.4 Pipelines under Schedule No. 1, Option No. 1, and Option No. 3

1.7.4.1 The contract lump sum price for "Pipelines Section Nos. 1-4" under Schedule No. 1 shall include the costs for laying, removing, and handling shore pipelines to and at Placement Area No. 8 and for procurement of materials and construction of ramps or installation of culvert pipes that may be necessary in connection with laying of shore pipelines. The material from Section Nos. 1 through 4 shall also include the material from the U.S. Coast Guard Station, Section Nos. 5 through 8, which was pumped into the Channel.

1.7.4.2 The contract lump sum price for "Pipelines Section Nos. 1-4" and Section Nos. 5-8 (U.S. Coast Guard) " under Option No. 1 shall reflect the reduction in costs for pumping from Section Nos. 1 through 4 from Placement Area No. 8 to Placement Area No. 5.

1.7.4.3 The contract lump sum price for "Pipelines Section Nos. 11-14 and 13A" under Option No. 3 shall include the costs for laying, removing, and handling shore pipelines to and at Placement Area No. 8 and for procurement of materials and construction of ramps or installation of culvert pipes that may be necessary in connection with laying of shore pipelines.

1.8 CHARACTER OF MATERIALS.

1.8.1 The material to be removed to restore the depths within the limits specified in the Paragraph: SCOPE OF WORK, above, is composed of shoals that have accumulated over a period of time; however, some virgin material may be encountered in the prescribed depth, allowable overdepth, or side slope dredging. Bidders are expected to examine the worksite and records of previous dredging, which are available in the Port Arthur Project Office, and after investigation decide for themselves the character of the materials.

1.8.2 Debris. Other materials, including scrap rope, wire cable, snags, and stumps may be encountered in the specific limits and overdepth dredging, and no separate payment will be made for removal and placement of this debris.

1.9 MEASUREMENT

1.9.1 Dredging. The total amount of material removed and to be paid for under these Items of the Bidding Schedule shall be measured by the cubic yard in place by computing the volume between the bottom surface shown by fathometer soundings of the last survey made before dredging and the bottom surface shown by the fathometer soundings of a survey made as soon as practicable after the entire work specified in Paragraph: SECTIONS, below, has been completed and included within the limits of the overdepth and side and end slopes specified in the Subparagraph: Table of Allowable Overdepths, Side and End Slopes below, less deductions that may be required for misplaced material specified in the Paragraph: PLACEMENT OF EXCAVATED MATERIAL below.

1.9.2 Electronic Positioning. In using electronic positioning the Government will make a corrective adjustment, if applicable, in the volume computation process in order to compensate for the repeatability tolerance of the electronic positioning equipment, between "before-dredging" and "after-dredging" surveys. The amount of this adjustment will be limited to a shift of plus or minus 3 meters on an azimuth from the baseline normal to the center line of the cut, of the "after-dredging" survey with respect to the "before-dredging" survey. Adjustments made in "after-dredging" cross sections will also result in similar adjustments to the "before-dredging" cross sections in the area not dredged. The horizontal control points shown are the control points the Government will use to perform electronic surveys on the waterway. The Government does not guarantee permanent access to these control points, therefore, it may be necessary for the Contractor to establish its own network of survey points from these survey points or from other U.S. Coastal and Geodetic Survey (USCGS) monuments. Location and description of the horizontal control points which the Government plans to use to perform electronic surveys on the Sabine-Neches Waterway project are available at the Northern Area Office, Port Arthur Project Office. The Contractor will be responsible for establishing its own reference line to conduct hydrographic surveys and dredging operations if electronic positioning equipment is not used.

1.9.3 Existing Conditions. The drawings represent conditions existing as of the date of their preparation based on available survey information. The depths and elevations shown thereon will be verified and corrected by fathometer soundings taken by the Government before dredging. Determination of quantities removed and the deductions made therefrom to determine quantities by in-place measurement to be paid for in the area specified, after having once been made will not be reopened, except on evidence of collusion, fraud, or obvious error.

1.10 PAYMENT.

1.10.1 Mobilization and Demobilization. Payment for "Mobilization and Demobilization" and "Mobilization and Demobilization (U.S. Coast Guard Station)" under Schedule No. 1 will be made pursuant to the conditions of the SPECIAL CONTRACT REQUIREMENTS, STANDARD CLAUSE entitled PAYMENT FOR MOBILIZATION AND DEMOBILIZATION.

1.10.2 Dredging. Monthly partial payments for "Dredging Sabine Pass Channel (Section Nos. 1-4)," Dredging Sabine-Neches Canal (Section No. 10)," and "Dredging U.S. Coast Guard Station (Section Nos. 5-8)" under Schedule No. 1; "Dredging Sabine Pass Channel (Section Nos. 1-4)" under Option No. 1; "Dredging Port Arthur Dock Area (Section No. 9)," under Option No. 2; and "Dredging Taylors Bayou Junction Area (Section Nos. 11-14 and 13A)," under Option No. 3, will be based on approximate quantities determined by fathometer soundings or sweepings taken behind the dredge.

1.10.3 Pipelines. The contract lump sum price for "Pipelines Sabine-Neches Canal (Sections 1-4)" under Schedule No. 1 and under Option No. 1, and "Pipelines Taylors Bayou Junction Area (Sections 11-14 and 13A) under Option No. 3," shall include the costs for placing and handling of pipelines to and at the Placement Area.

PART 2 - PRODUCTS

2.1 BRIDGE-TO-BRIDGE RADIOTELEPHONE EQUIPMENT. Dredge and self-propelled attendant floating plant shall be radiotelephone equipped to comply with the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act (Public Law 92-63). This will require, as a minimum, the radiotelephone equipment capable of transmitting and receiving on 156.65 MHZ (Channel 13). Multi-channel equipment will also require 156.8 MHZ (Channel 16). Dredge tugs and tenders will be considered towing vessels within the meaning of the Act.

PART 3 - EXECUTION

3.1 ESTIMATED QUANTITIES.

3.1.1 Required Dredging Prism. The total estimated quantity of material necessary to be removed from the required dredging prism, exclusive of allowable overdepth, to complete the work specified in the Paragraph: SCOPE OF WORK above, is in cubic yards, in-place measurement, including anticipated shoaling occurring prior to the dates of the "before-dredging" sections as follows:

SABINE PASS CHANNEL	941,800 Cubic Yards
U.S. COAST GUARD BOAT BASIN	45,900 Cubic Yards
PORT OF PORT ARTHUR BERTHING AREA	98,000 Cubic Yards
SABINE-NECHES TURNING BASIN	125,000 Cubic Yards
PORT ARTHUR CANAL	480,000 Cubic Yards
SABINE-NECHES CANAL	180,000 Cubic Yards
TAYLORS BAYOU JUNCTION AREA ENTRANCE CHANNEL AND PORT ARTHUR EAST TURNING BASINS	325,000 Cubic Yards
TAYLORS BAYOU JUNCTION AREA WEST TURNING BASIN AND CONNECTION CHANNEL	35,000 Cubic Yards
TOTAL	2,230,700 Cubic Yards

3.1.2 Overdepth. The maximum amount of allowable overdepth dredging is estimated to be in cubic yards, in-place measurement, including anticipated shoaling occurring prior to the dates of the "before-dredging" sections as follows:

SABINE PASS CHANNEL	367,700 Cubic Yards
U.S. COAST GUARD BOAT BASIN	14,600 Cubic Yards
PORT OF PORT ARTHUR BERTHING AREA	13,000 Cubic Yards
SABINE-NECHES TURNING BASIN	25,000 Cubic Yards
PORT ARTHUR CANAL	105,000 Cubic Yards
SABINE-NECHES CANAL	50,000 Cubic Yards
TAYLORS BAYOU JUNCTION AREA ENTRANCE CHANNEL AND PORT ARTHUR EAST TURNING BASINS	85,000 Cubic Yards
TAYLORS BAYOU JUNCTION AREA WEST TURNING BASIN AND CONNECTION CHANNEL	20,000 Cubic Yards
TOTAL	680,300 Cubic Yards

3.1.3 Estimated Quantities. Within the limit of available funds, the Contractor will be required to excavate the entire quantity of material necessary to complete the work specified in the Paragraph: SCOPE OF WORK above, be it more or less than the amounts above estimated. Work is to be done in accordance with this contract and at the contract price or prices, subject to the provisions of the NON-REGULATED SPECIAL CONTRACT REQUIREMENTS CLAUSE entitled VARIATIONS IN ESTIMATED QUANTITIES - DREDGING.

3.2 SECTIONS. For the purpose of acceptance, the dredging work Item in the Bidding Schedule is divided into Sections, as follows:

Section No.	From Station	To Station	Length of Section (Feet)	(1) Prescribed Depth (CY)	(2) Allowable Overdepth (CY)	(2) Total Estimated (CY)
SABINE PASS CHANNEL						
1	104+00	140+00	3,600	139,300	81,000	220,300
2	140+00	180+00	4,000	368,000	142,400	510,400
3	230+00	260+00	3,000	371,000	88,000	459,000
4	260+00	296+24	3,624	63,500	56,300	119,800
SUBTOTALS			14,224	941,800	367,700	1,309,500

(Cont'd)				(1)	(2)	(2)
Section No.	From Station	To Station	Length of Section (Feet)	Prescribed Depth (CY)	Allowable Overdepth (CY)	Total Estimated (CY)
U.S. COAST GUARD BOAT BASIN - SABINE PASS						
5	-3+00	10+00	1,300	34,000	13,100	47,100
6	SLIP A	0+00	0+65	65	500	600
6	SLIP B	0+00	0+65	65	500	600
6	BASIN	0+65	1+15	50	1,000	1,200
7	SLIP C	0+00	0+65	65	1,100	1,200
7	BASIN	0+65	1+15	50	800	900
8	SLIP D	0+00	2+25	225	8,000	8,900
SUBTOTALS			1,820	45,900	14,600	60,500
PORT OF PORT ARTHUR BERTHING AREA						
9	0+00	34+50	3,450	98,000	13,000	111,000
SUBTOTALS			3,450	98,000	13,000	111,000
SABINE-NECHES CANAL TURNING BASIN						
10	184+22	200+00	1,578	125,000	25,000	150,000
SUBTOTALS			1,578	125,000	25,000	150,000
TAYLORS BAYOU JUNCTION AREA PORT ARTHUR CANAL						
11	290+00	326+24.5*	3,625	480,000	105,000	585,000
SUBTOTALS			3,625	480,000	105,000	585,000
TAYLORS BAYOU JUNCTION AREA SABINE-NECHES CANAL						
12	0+00	40+00	4,000	180,000	50,000	230,000
SUBTOTALS			4,000	180,000	50,000	230,000
TAYLORS BAYOU JUNCTION AREA ENTRANCE CHANNEL AND PORT ARTHUR EAST TURNING BASINS						
13	0+00	31+09.8**	3,823	225,000	60,000	285,000
13A	0+00	17+65	1,765	100,000	25,000	125,000
SUBTOTALS			5,588	325,000	85,000	410,000

(Cont'd) Section No.	From Station	To Station	Length of Section (Feet)	(1) Prescribed Depth (CY)	(2) Allowable Overdepth (CY)	(2) Total Estimated (CY)
TAYLORS BAYOU JUNCTION AREA WEST TURNING BASIN AND CONNECTION CHANNEL						
14	31+09.8	61+30	3,020	35,000	20,000	55,000
SUBTOTALS			3,020	35,000	20,000	55,000
TOTALS			37,305	2,230,700	680,300	2,911,000
* Sta. 326+24.59 (Port Arthur Canal) = Sta. 0+00 (Sabine-Neches Canal)						
** Sta. 22+10.2 (Backward) = Sta. 14+97.5 (Forward) (Port Arthur West Turning Basin)						
(1) The term "prescribed depth" is synonymous with the term "required depth" and "required dredging prism" used elsewhere in these specifications.						
(2) Includes anticipated shoaling.						

3.3 ORDER OF WORK. If Option No. 3 is exercised, the Contractor shall commence dredging in the Taylors Bayou Junction Area (Sections Nos. 11 through 14 and 13A) Then the Contractor can perform the work in any order desired, except that the U. S. Coast Guard Station (Sections Nos. 5-8) has to be dredged prior to dredging Sabine Pass Channel (Sections Nos. 1 and 2).

3.4 PLACEMENT OF EXCAVATED MATERIAL.

3.4.1 General. The Contractor shall inspect the proposed Placement Area to ensure that using the Area for placement operations will not place it in violation of the applicable Federal, State, or local statutes concerning fish and wildlife. Particular statutes which the Contractor shall consider include, but are not limited to, the Federal Migratory Bird Treaty Act and the Endangered Species Act of 1973. The material excavated shall be transported and deposited in the Placement Area shown. Except as otherwise noted material will not be deposited or allowed to flow into project channels or into a bayou or stream tributary to the Waterway, or into an existing drainage outlet ditch, canal, water intake, or outlet facility, nor shall materials be allowed to flow onto improved areas including highways and roads in or adjacent to the Placement Area. In the event a stream, bayou, drainage outlet ditch, canal, water intake or outlet facility becomes shoaled as a result of the dredging or placement operations, the Contractor shall promptly remove these shoals and the material shall be placed in the Placement Area. Dragging or washing operations to remove the shoals will not be permitted. Holes dug on the banks for deadmen or anchorage shall be filled. Materials shall be deposited using a method that will not allow water to be impounded nor obstruct the natural drainage. The data shown are substantially correct; however, the Contractor shall investigate existing conditions and satisfy itself as to the existence of additional construction which may interfere with the work herein specified. In confined areas,

levee and spillway work required shall be completed and accepted prior to placement operations in that area. Confined areas shall be maintained in operational condition until completion and acceptance of the work in this contract. The NON-REGULATED SPECIAL CONTRACT REQUIREMENTS CLAUSE entitled DAMAGE TO WORK is only applicable to damage of levees and other non-dredging items.

3.4.2 Placement Areas.

3.4.2.1 Confined Placement Area No. 5 (Option No. 1). Levees shall be constructed to the templates shown and as specified in the SECTION entitled EMBANKMENT CONSTRUCTION. The Contractor shall conduct discharge operations so that material removed from Section Nos. 1 through 8 shall be deposited initially in the discharge corridors as shown. Dredging Sections Nos. 1 and 2 shall be placed in the Discharge Corridor south of the Training Levees, while Dredging Sections Nos. 3 and 4 shall be placed in the Discharge Corridor north of the Training Levees. The existing drop-outlet structure will be relocated, repaired as necessary, sandblasted and painted after relocates and repairs, and damaged or missing weir boards will be replaced. The existing drainage ditch shall be excavated to a minimum width of 25 feet from the end of the pipes to the Channel as necessary for drainage. Material removed from the drainage ditch shall be placed on either side of the ditch on existing mounds.

3.4.2.2 Confined Placement Area No. 8 (Schedule No. 1, Option No. 2, and Option No. 3). No levee work is required. Existing levees shall be maintained to the requirements specified in the SECTION entitled EMBANKMENT CONSTRUCTION. The contractor shall conduct discharge operations so that only material removed from Section Nos. 11 through 14 and 13A are deposited within the confines of the Discharge Corridor shown for Section Nos. 11 through 14 and 13A. The Contractor shall conduct discharge operations so that only material removed from Sections Nos. 9 and 10 are deposited within the confines of the Discharge Corridor shown for Sections Nos. 9 and 10. The Contractor shall conduct operations so that only material removed from Sections Nos. 1 through 8 are deposited within the confines of the Discharge Corridor shown on the enclosed SKETCH NO. 1 for Sections Nos. 1 through 8. The drop-outlet structures will require Contractor surveillance; and the Contractor shall take precautionary measures to ensure boards are not removed by the general public using the adjacent levee roadway. The laying of pipelines to the Placement Area will require crossing the Texas Department of Transportation roadway, Highway 82, or the City of Port Arthur's T.B. Ellison Parkway that parallels the Waterway. Crossings shall be made through existing culverts shown. Culverts shall be cleaned out.

3.4.2.3 Levee Volume. The following "Neatline Volume" has been used by the U.S. Army Corps of Engineers to prepare this Government estimate. This is an estimated volume only and it is the Contractor's responsibility to interpret the volume number used to prepare an estimate for bid opening. "Neatline volume" is defined as the unadjusted, raw quantity computed from the levee template. The percentage for items including overbuilding, compaction, settlement, foundation displacement, and construction waste shall be the responsibility and decision of the Contractor. The volume figure for the Placement Area in this contract is as follows:

PLACEMENT AREA NO.

LEVEE VOLUME

5

216,000 Cubic Yards

3.4.3 Pipelines.

3.4.3.1 The dredge pipeline shall lead directly to the Discharge Corridors shown. Detail right-of-way drawings are available for inspection at the Port Arthur Project Office.

3.4.3.2 Every effort has been made to give the pertinent details on the locations of utility pipelines and other facilities that may be encountered in trenching or jacking operations. The data shown are substantially correct. However, the Contractor shall investigate existing conditions and confirm that no additional construction exists which may interfere with the pipeline laying specified herein.

3.4.3.3 If the Contractor elects to use a submerged section on the dredge discharge pipeline for crossing a navigable channel it may do so without the formality of obtaining a Department of the Army permit for work on structures in navigable waters. However, three (3) copies of detailed plans of the submerged section shall be submitted and shall be approved prior to use of the submerged section. These plans shall indicate clearly the width and depth of the navigation opening and the method used to mark the opening by day and by night for the safety of navigation. The minimum bottom width of the submerged section shall not be less than 400 feet wide for channels whose authorized width is 400 feet or greater. The minimum bottom width of the submerged section for channels whose authorized width is less than 400 feet shall be the width of the authorized Federal channel. The highest point on the pipe or ball connection occurring across the bottom width of a submerged section shall not be higher than: 44 feet below Mean Low Tide in the Sabine Pass Channel. Lighted buoys, meeting the requirements of U.S. Coast Guard Regulation 33 CFR 62.25, shall be provided by the Contractor to mark the navigation opening. A red buoy exhibiting a quick flashing red light shall be used to mark the right side of the opening and black buoy exhibiting a quick flashing green light shall be used to mark the left side of the opening. The frequency of the flashes shall be not less than 60 per minute. "Right Side" and "Left Side" of the opening shall be in conformance with the lateral system of buoyage established by the U.S. Coast Guard. Requirements for the lighted buoys and description of the lateral system of buoyage will be found in the U.S. Coast Guard publication CG 208 entitled "Aids to Navigation." Lights to be displayed on pipelines shall be in accordance with U.S. Coast Guard Regulation 33 CFR 80.23.

3.4.4 Unauthorized Placement of Material.

3.4.4.1 Misplaced Excavated Material. Excavated material that is deposited elsewhere than in places designated or approved will not be paid for and the Contractor may be required to remove the misplaced excavated material and deposit it where directed without cost to the Government.

3.4.4.2 Debris Disposal. During the progress of the work, the Contractor shall not deposit worn out discharge pipe, wire rope, scrap metal, timbers, or other rubbish or obstructive material in the Placement Area, except as specified herein, or along the banks of the navigable waters. This material, together with scrap, rope, wire cable, piles, pipe, or other obstructive material which may be encountered during dredging operations, shall be disposed by the Contractor at approved locations.

3.4.5 Easements. Permits authorizing the laying of shore pipe and for placement of dredged material in the Placements areas are on file and available for examination at the Northern Area Office, located in Room 248, in the U.S. Army Corps of Engineers Jadwin Building, at 2000 Fort Point Road, Galveston, Texas.

3.4.6 Preservation of Public and Private Property.

3.4.6.1 Damages. Fences, roads, ditches, private or public grounds, and other structures or improvements damaged as a result of the Contractor's operations herein specified, shall be repaired or rebuilt by the Contractor at its expense. The areas used by the Contractor in laying and maintaining its pipelines shall be restored to the same or as good a condition as existed prior to commencement of the work. Upon completion of the work, the ends of culverts shall be fully closed with wooden bulkheads and trenches and bank cuts shall be backfilled to original ground level.

3.4.6.2 Accountability and Restoration. The Contractor shall preserve and protect the existing informational and directional signs, camp facilities, water wells and tanks, station markers, mile markers, and mooring piles which have been established along either bank of the Waterway within the reaches of the dredging operations covered by these specifications. The Contractor will be accountable for and will be required to replace or restore at its expense the signs, camp facilities, water wells and tanks, markers, and mooring piles damaged or destroyed as a result of dredging operations herein specified.

3.4.7 Alternate Placement Area(s) Proposed by Contractor After Award of Contract.

3.4.7.1 Alternate Placement Area(s). If, after award of the contract, a placement area(s) other than that specified herein is proposed, its acceptance will be subject to approval of the Contracting Officer. The Contractor shall furnish written permission from the owners for the use of the substitute placement area(s) and written permission from the owners of the properties involved in obtaining access to the substitute placement area(s). The Contractor shall coordinate the use of the substitute placement area(s) with Federal and State Natural Resource Agencies and shall submit, with its proposal, documentation that demonstrates compliance with the applicable laws and regulations pertinent to designation and coordination of dredged material placement area(s). The Galveston District shall be consulted for specific requirements. Expenses incurred in connection with providing and making available another placement area(s) regulations pertinent to designation and coordination of dredged material placement area(s). Materials deposited thereon and operations in connection therewith shall be at the Contractor's risk.

3.4.7.2 Data Submittal. The award of the modification will be subject to approval of the proposed Contractor-furnished placement area(s) and unless the foregoing required data are furnished with the Contractor's request, the modification for the use of the proposed substitute placement area(s) will not be considered.

3.5 OVERDEPTH, SIDE AND END SLOPES.

3.5.1. Overdepth. To cover inaccuracies of the dredging process, material actually removed from within the specific areas to be dredged to depths as specified in the Subparagraph: Table of Allowable Overdepth, Side and End Slopes below, will be estimated and paid for at contract price or prices.

3.5.2. Side and End Slopes. Material actually removed from within approved limits, to provide for final side and end slopes as specified in the Paragraph: OVERDEPTHS, SIDE AND END SLOPES above, but not in excess of the amounts originally above these limiting side and end slopes will be estimated and paid for, whether dredged in original position or by dredging space below the pay slope plane at the bottom of the slope for upslope material capable of falling into the cut. In computing the limiting amount of side and end slopes dredging, net dimensions, without allowance for overdepth, will be used.

3.5.3 Excessive Dredging. Material taken from beyond the limits as extended in the Subparagraphs: Overdepth, and Side and End Slopes, above, will be deducted from the total amount dredged as excessive overdepth dredging or excessive side or end slope dredging, for which payment will not be made. Nothing herein shall be construed to prevent payment for the removal of shoals performed in accordance with the applicable provisions of either the NON-REGULATED SPECIAL CONTRACT REQUIREMENTS CLAUSE entitled FINAL EXAMINATION AND ACCEPTANCE or SHOALING.

3.5.4 Table of Allowable Overdepth, Side and End Slopes.

From Station	To Station	Allowable Overdepth (Feet Below Required Depth)	Final				Above Plane (Feet Below MLT)
			Side Slope		End Slope		
			Grade		Grade		
			Vertical	Horizontal	Vertical	Horizontal	
SABINE PASS CHANNEL							
104+00	---	---	---	---	1	2	42
104+00	180+00	2	1	2	---	---	42
180+00	---	---	---	---	1	2	42
230+00	---	---	---	---	1	2	42
230+00	296+24	2	1	2	---	---	42
296+24	---	---	---	---	1	2	42

U.S. COAST GUARD BOAT BASIN - SABINE PASS

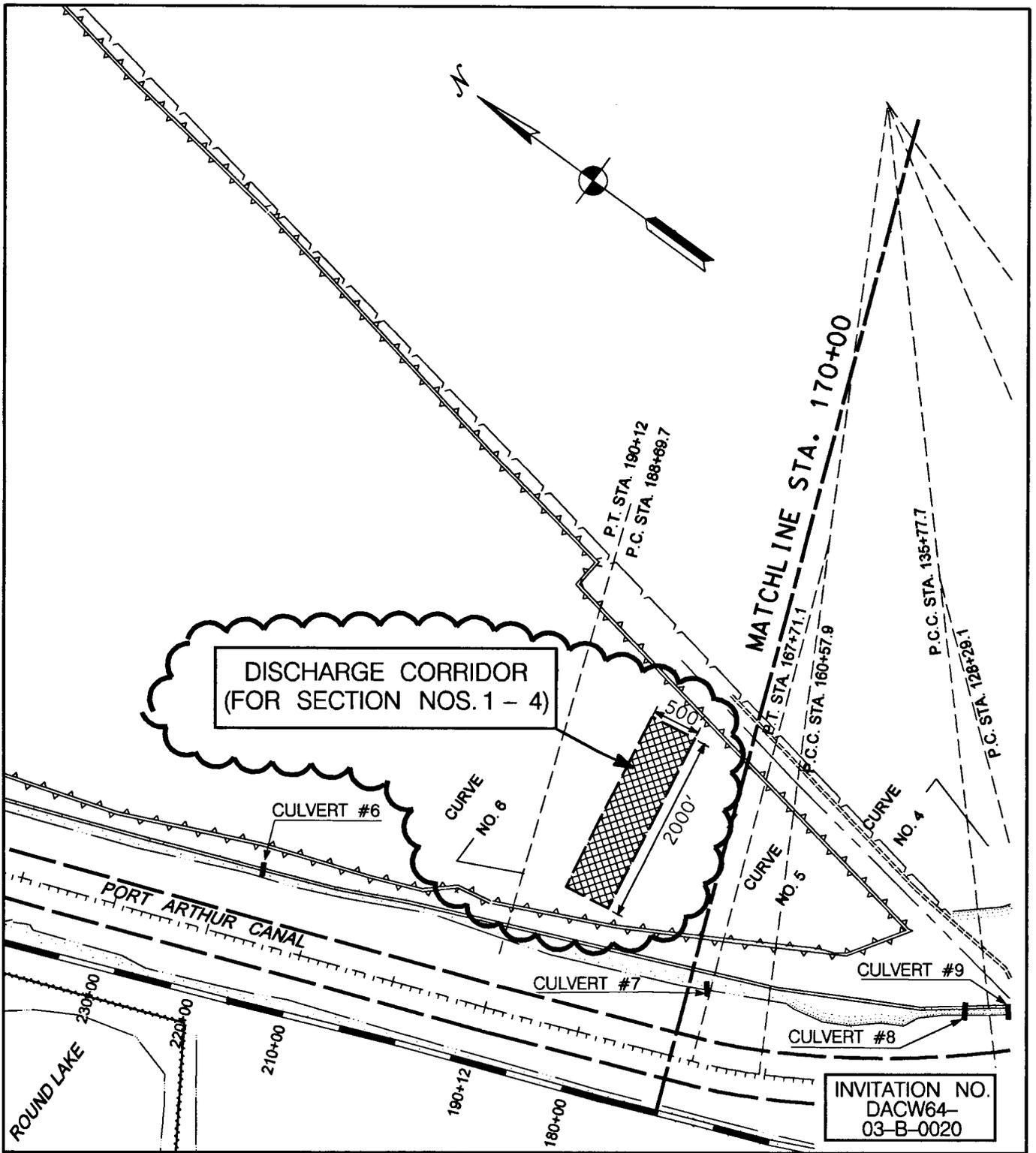
-3+00	---	---	---	---	1	2	15
-3+00	-0+50	2	1	2-1	---	---	15
-0+50	1+50	2	1	1	---	---	15
1+50	2+00	2	1	1-3	---	---	15
2+00	4+00	2	1	3	---	---	15
4+00	4+50	2	1	3-1	---	---	15
4+50	7+00	2	1	1	---	---	15
7+00	7+50	2	1	1-2	---	---	15
7+50	10+00	2	1	2	---	---	15
10+00	---	---	---	---	1	2	
0+00	---	---	---	---	1	.5	15
0+00	0+65	2	1	.5	---	---	15
0+65	---	---	---	---	1	.5	15
0+00	---	---	---	---	1	.33	15
0+00	0+65	2	1	.33	---	---	15
0+65	---	---	---	---	1	.33	15
0+65	---	---	---	---	1	1	15
0+65	1+15	2	1	1	---	---	15
1+15	---	---	---	---	1	1	15
0+00	---	---	---	---	1	1	15
0+00	0+65	2	1	1	---	---	15
0+65	---	---	---	---	1	3	15
0+65	---	---	---	---	1	1	15
0+65	1+15	2	1	3	---	---	15
1+15	---	---	---	---	1	3	15
0+00	---	---	---	---	1	3	15
0+00	2+25	2	1	3	---	---	15
2+25	---	---	---	---	1	3	15

From Station	To Station	Allowable Overdepth (Feet Below Required Depth)	Final				Above Plane (Feet Below MLT)
			Side Slope		End Slope		
			Grade		Grade		
			Vertical	Horizontal	Vertical	Horizontal	
PORT OF PORT ARTHUR BERTHING AREA							
0+00	---	---	---	---	1	3	42
0+00	34+50	1	1	3	---	---	42
34+50	---	---	---	---	1	3	42
SABINE NECHES CANAL TURNING BASIN							
184+22	---	---	---	---	1	2	42
184+22	---	---	---	---	1	2	
184+22	200+00	1	1	2	---	---	42
200+00	---	---	---	---	1	2	42
TAYLORS BAYOU JUNCTION AREA							
ENTRANCE CHANNEL, WEST TURNING BASIN AND CONNECTING CHANNEL							
0+00	---	---	---	---	1	2	42
0+00	61+30**	1	1	2	---	---	42
01+30	---	---	---	---	1	2	42
TAYLORS BAYOU JUNCTION AREA							
EAST CANAL TURNING BASIN							
0+00	---	---	---	---	1	2	42
0+00	17+65	1	1	2	---	---	42
17+65	---	---	---	---	1	2	42
TAYLORS BAYOU JUNCTION AREA							
PORT ARTHUR CANAL AND SABINE-NECHES CANAL							
290+00	---	---	---	---	1	2	42
290+00	326+24	1	1	2	---	---	42
0+00	40+00	1	1	2	---	---	42
40+00	---	---	---	---	1	2	42
* Sta. 326+24.59 (Port Arthur Canal) = Sta. 0+00 (Sabine-Neches Canal)							
++ Sta. 22+10.2 (Backward) = Sta. 14+97.5 (Forward) (Port Arthur West Turning Basin)							

3.7 REPORTING REQUIREMENTS. The Contractor shall prepare and maintain a daily Dredging Report using the Galveston District's automated Contractor's Daily Report database. This database will replace ENG FORM 89. The program will be provided to the Contractor using 3.5-inch diskettes at the pre-construction conference. Instructions and demonstration on the installation and use of this software will also be provided at the pre-construction conference. The Contractor will need an IBM

compatible with a minimum of a 486/66 processor with 8 Mb of RAM running Microsoft Windows 3.11 or Microsoft Windows 95. Hard drive space needed to install the program and accommodate the data will be approximately 15 Mb. Printing will be best accomplished with either a LaserJet or Inkjet Printer on 8.5- by 11-inch paper in the portrait mode. Modem settings will be automatically handled at the point of transmission, but the Contractor is required to know which serial communications (COM) port is used for the modem (for example: COM1, COM2, or COM3). A telephone number for transmitting the data by modem to the District server will also be provided at the pre-construction conference. However, the Contractor will have the option of submitting the data either by diskette or by modem. If the Contractor elects to submit the data by modem, it shall be submitted on a daily basis. If the Contractor elects to submit the reports by diskette, the data shall still be submitted on a daily basis when possible. Coordination on delays shall be made with the Area Engineer or its designated representative. The Contractor will be required to print and sign reports and submit the original hard copies to the Area Engineer to verify authentication. Monthly reports will be generated by the District Office using the reporting features of the database. If technical problems arise, the point-of-contact is Mr. Tim Baumer at (409) 766-3874.

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TO BE ADDED TO SHT. 2 OF 36



THIS SKETCH ACCOMPANIES
AMENDMENT NO. 0003 TO
INVITATION NO. DACW64-03-B-0020.