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MODJESKI AND MASTERS
CONSULTING ENGINEERS
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October 10, 1989

Mr. Frederick M. Chatry
Chief, Engineering Division
New Orleans District
Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160

JN 0908A

RE: 17TH STREET CANAL PARALLEL FLOOD PROTECTION
PHASE 1B - HAMMOND HIGHWAY TO SOUTHERN RAILROAD
OLB DESIGN PROJECT NO. 2043-0207

Dear Mr. Chatry:

Reference your August 22, 1989 letter concerning the referenced project.

We have attached 3 copies of the final plans and specifications for the referenced project with the following responses to your comments:

a) Sheets 22, 23, 34, 35, 37, and 38 have had a note added to the stone revetment - "not to scale". All rip rap has been deleted.

b) Sheet 25, Station 570+00 - the levee crown is shown degraded to elevation 5.5 as shown in the design analyses.

c) Sheet 41, Station 657+00 - the new I-wall B/L offset hs been corrected to agree with sheet 17.

d) Specifications, pg. 4-6, par. 4-03.4.4. This section of the specification has been modified to addressed your comments.

You will note that the title sheet of the plans and specifications does not reflect a construction project number. The Levee Board has yet to set a number. As soon as they do, we will notify you.

If you find the attached satisfactory, we request that a letter-of-no-objection be sent at your earliest convenience.

Should there be any question, please call.

Very truly yours,

MODJESKI AND MASTERS

Barney T. Martin, Jr.

BTM:jrb
Attachments
cc: Mr. C. E. Bailey - OLB
Mr. John Holtgreve - DEI

03.4.4 Embankment Construction

Prior to placement of backfill, the existing levee crown should be stripped of all vegetation, loose topsoil and debris. The subgrade should be scarified to a depth of 6 to 8 inches and recompacted.

Backfill material shall be spread in 8 to 10-inch thick layers. Layers shall be started full out to the slope stakes and shall be carried substantially horizontal with sufficient crown or slope to provide satisfactory drainage during construction. When the surface of any compacted layer is too smooth to bond properly with the succeeding layer, it shall be adequately scarified before the succeeding layer is placed thereon.

Each layer should be compacted to at least 95 percent of the maximum dry density at optimum water content in accordance with ASTM D698 or 90 percent of ASTM D1557. If the material, as removed from other levee areas, is too wet to obtain the desired density, it may be stockpiled and allowed to drain before it is placed in the embankment cross section, or the wet material may be processed by disking and harrowing, if necessary, until the moisture content is reduced sufficiently. No stockpiling will be allowed on the levees and all stockpile areas must be submitted to the Chief Engineer for approval. If the material is too dry to obtain the desired density, the Contractor will be required to pre-wet the material in the borrow area, or to uniformly distribute sufficient moisture in each layer before rolling to permit the desired compaction.

When the moisture content and condition of the spread layers are satisfactory, each layer shall be compacted by any of the following methods at the option of the Contractor:

1. Tamper-Type Roller - Four complete passes over each layer will be required. If tamping rollers are used in tandem, not more than two rows will be permitted and, in such case, one trip of the tandem rollers over any surface will be considered as two passes. When tamping rollers are used in tandem, the tamper foot spacing shall be offset so that the circumferential rows on the rear drums are in line with the midpoint of the circumferential rows of the forwarded drums. Each pass of the tamping roller shall overlap the preceeding or adjacent pass by not less than one foot.

2. Rubber-Tired Roller - Two complete passes over each layer will be required.

3. Crawler-Type Tractor - Three complete passes over each layer will be required.

A pass shall consist of one complete coverage of the surface of a layer by the treads of the roller, tractor, or other compacting equipment. Portions of the embankment which the compacting equipment cannot reach for any reason shall be compacted by an approved method to the density at least equal to the surrounding embankment.