

Appl by L&B to N.O. to dredge to -10.5 NGVD depth, relocate existing levee and floodwall, and install floodwall and fill to add two 1,000 cfs pumps to increase capacity to 10,400 cfs near Metairie

LMNED-DD

C/Ops Div

C/Engr Div

✓ 29 Aug 84  
Ms. Tinto/du/2646

1. Reference is made to your letter of 29 Aug 83, to the applicant in which you forwarded Engineering Division's comments for resolution. Reference is also made to a letter of 1 Aug 84, from Burk and Associates to this office forwarding plans and specifications for our review.
2. We are forwarding the above-referenced letter to you for coordination and official reply to the applicant.
3. The plans and specifications submitted by the applicant have been reviewed by this office and withheld for future reference. Comments a, b, and c, made after our preliminary review in July 1983 have been resolved and we have no objection to construction of the work for which the permit is being requested.
4. It should be recognized that the construction involved in this application has not been reviewed for creditability under the Lake Pontchartrain, Louisiana and Vicinity hurricane Protection Project, High Level Plan.
5. Copies of your response to Burk's letter should be provided to the New Orleans Sewerage and Water Board and the Orleans Levee District.

1 Incl  
as

FREDERIC H. CHATRY  
Chief, Engineering Division

GUGGENHEIMER  
LMNED-DD

CF: w/o incl  
LMNED-F

JUDLIN  
LMNED-D

# DISPOSITION FORM

For use of this form, see AR 340-15; the proponent agency is TAGO.

REFERENCE OR OFFICE SYMBOL  
LMNED-DD

SUBJECT Appl by S&WB to N.O. to dredge to -10.5 NGVD depth, relocate existing levee and floodwall, and install floodwall and fill to add two 1,000 cfs pumps to increase capacity to 10,400 cfs near Metairie

TO C/Ops Div FROM C/Engr Div DATE 22 Aug 84 CMT 1  
Ms. Tinto/cmr/2646  
*JAK*

1. Reference is made to your letter of 29 Aug 83, to the applicant in which you forwarded Engineering Division's comments for resolution. Reference is also made to a letter of 1 Aug 84, from Burk and Associates (incl 1) to this office forwarding plans and specifications for our review.

2. We are forwarding the above-referenced letter to you for coordination and ~~official~~ reply to the applicant.

3. The plans and specifications submitted by the applicant have been reviewed by this office and withheld for future reference. Comments a, b, and c, made after our preliminary review in July 1983 have been resolved, *and we have no objection to construction of the work for which the permit is being requested.*

4. At present the west bank levee is the only Federal item on the 17th Street Canal which would be impacted by the proposed work. We have, therefore, reviewed the work relative to its potential impact on the west bank levee and have no adverse comments to offer in this regard.

5. If the applicant wishes to construct the subject work in compliance with the Lake Pontchartrain Hurricane Protection Project criteria, the following comments would have to be resolved:

a. No tip elevations were given for the PZ-27 steel sheet piling cut-off under the flood-wall between the existing discharge pump "G" and the type "C" I-wall. An analysis should also be presented for our review to verify the adequacy of the seepage cut-off provided.

b. The plans and specifications for a previous permit review of a pile supported flood-wall adjacent to the proposed work called for a pile test. These pile test results should be furnished to us for review since the previous floodwall has already been completed.

c. No details are shown for the tie-in of the existing steel sheet piling under pump "G" to the new steel sheet piling under pump "I".

d. Details should be provided of the tie-in between the new type "C" I-wall and the existing west bank levee.

e. Seepage cut-off should be provided under the railroad swing gate monolith in the form of steel sheet piling. Design computations should be presented to verify that this cut-off is adequate under flood conditions.

f. No design computations were provided for the type "C" I-wall to verify that under flood conditions the PZ-22 steel sheet piling is adequate and that deflections under load are minimal. This analysis should be presented for our review.

g. Our preliminary stability analysis shows a possible deficiency of the east levee under low water conditions, with the possibility of failure toward the canal. Computations for the stability analysis of the east levee should be furnished to us for review.

# 1284

LMNED-DD

22 Aug 84

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h. No design computations or reinforcement details of the floodwall stem crossing the horizontal discharge culverts were presented. These computations and details, as well as details of the tie-in connection of the new wall to the existing concrete wall, should be presented for our review.

i. No details have been presented for monolith joints in the type "C" I-wall. A monolith joint should be provided at a sheet pile interlock, with 3-bulb waterstop, approximately every 30 feet. A transition slip joint should be provided at a sheet pile interlock where the soil supported I-wall ties into the floodwall over the pile supported discharge culverts. This will allow for differential settlement between the culverts and the type "C" wall. (See inclosure 2).

j. Design computations for the steel portion of the railroad swing gate should be presented for our review. It is recommended that the support tie rods should extend from the hinge column to the top of the gate as shown on inclosure 3. This helps distribute the gate weight more evenly to the hinges and prevent sagging of the gate.

k. No design computations were presented for the concrete portions of the railroad swing gate monolith. The details for the gate monolith are incomplete, sections showing reinforcement in the base slab, columns and wall stems should be presented. A transition slip joint should be provided at a sheet pile interlock at each end of the monolith to provide for differential settlement between the type "C" wall and the pile supported gate monolith.

l. Piles supporting the railroad swing gate should not be timber piles because the tops of the piles are above the ground water elevation. Prestressed concrete piles are recommended under gate monoliths. These piles are usually arranged with the floodside piles battered toward the flood side to take tension loads and the protected side piles battered toward the protected side to take compression loads under flood conditions. Vertical piles are usually provided under the gate opening to take train loads that occur when the gate is opened.

m. In the specifications, page 2.5, delete last sentence of paragraph 4.6.1.

n. In the specifications, page 2-14, paragraph 12.5, jumpers should be welded 3" below the bottom of the concrete cap, not 3" below the top of the piles.

6. Design computations mentioned above and three copies of the final P&S should be provided to this office to assure that all of the inclosed comments are satisfied. We would be happy to meet with the applicant if there are any questions about these comments. For information contact Mr. Jorge Romero (2645) or Ms. Lynn Broussard (2646) of this office.

3 Incl  
as

FREDERIC M. CHATRY  
Chief, Engineering Division

CF: w/o incls  
LMNED-F

*CG*  
GUGGENHEIMER  
LMNED-DD

*WBS*  
JUDLIN  
LMNED-D

*FPJ*  
PICCIOLA FVJR  
LMNED-F *Rev 8/27*

4. It should be recognized that the  
contractor involved in this application  
~~is not~~ ~~has not~~ ~~been~~  
reviewed for credit ability under the  
Lake Port Authority, Co & vicinity High  
Level Flood ~~and not otherwise any~~  
~~operation~~;

5. Copies of your response to Bank's letter shall be  
provided the Sewerage, Water Board and  
the Orleans Local District.

PRESIDENT

WILLIAM R. BURK, III, PE  
EXECUTIVE VICE PRESIDENTS  
THOMAS L. JACKSON, PE, LS  
GEORGE C. KLEINPETER, JR., PE  
VICE PRESIDENTS  
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CHAIRMAN OF THE BOARD  
WILLIAM R. BURK, JR., PE, LS

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DIRECTOR OF GRAPHICS  
KEVIN J. BARRÉ  
DIRECTOR OF PERSONNEL  
PATRICK F. O'CONNOR

August 1, 1984

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


RE: LMNOD-SP(17th Street Canal)3  
Drainage Pumping Station No.6  
Sewerage and Water Board of  
New Orleans  
B&A Job No. 8133-2

Dear Mr. Chatry:

The subject permit dated August 29, 1983 has a requirement that final plans and specifications be forwarded to you prior to commencing work. The plans, specifications, and related soil borings are enclosed. The Sewerage and Water Board plans to take bids on this project in the near future. Please forward your comments and/or approval at your earliest convenience.

Yours truly,

BURK AND ASSOCIATES, INC.  
Engineers, Planners and  
Environmental Scientists

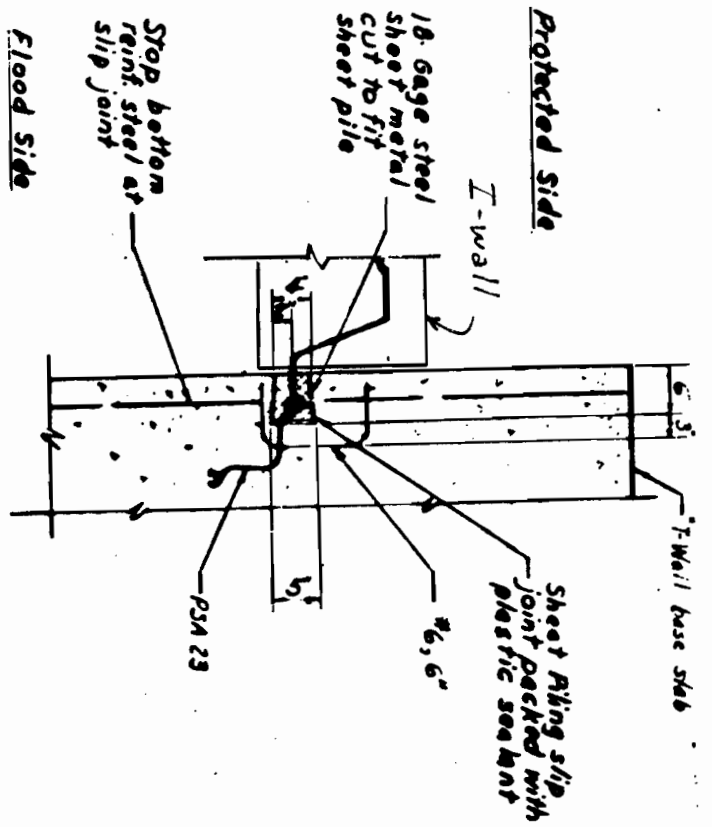


Jens J. Nielsen  
Associate

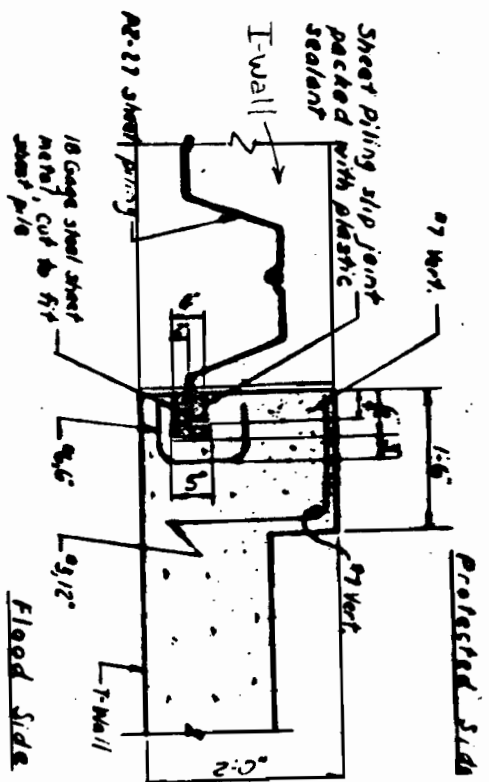
JJN/pw

cc: Mr. C.J. Nettles, Chief Operations Division  
Corps of Engineers  
Mr. G.J. Sullivan, General Superintendent  
S&WB of New Orleans  
Mr. Larry Bodet, S&WB of New Orleans

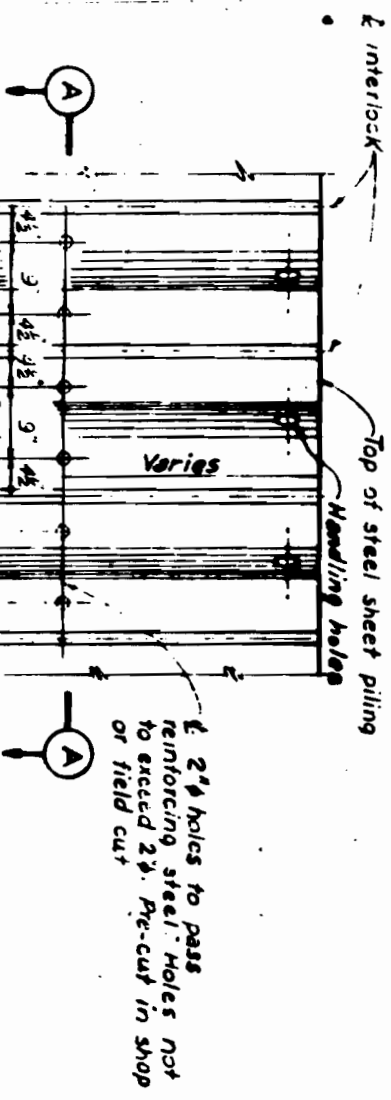
INCLOSURE 1



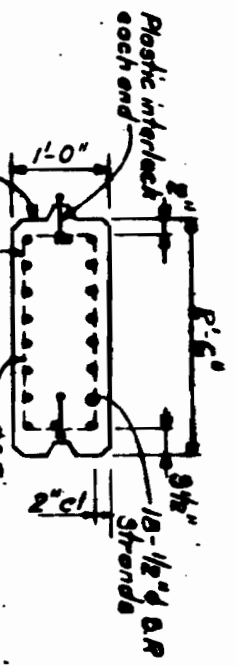
SLIP JOINT  
SECTION **B**  
Scale: 1"=1'-0"



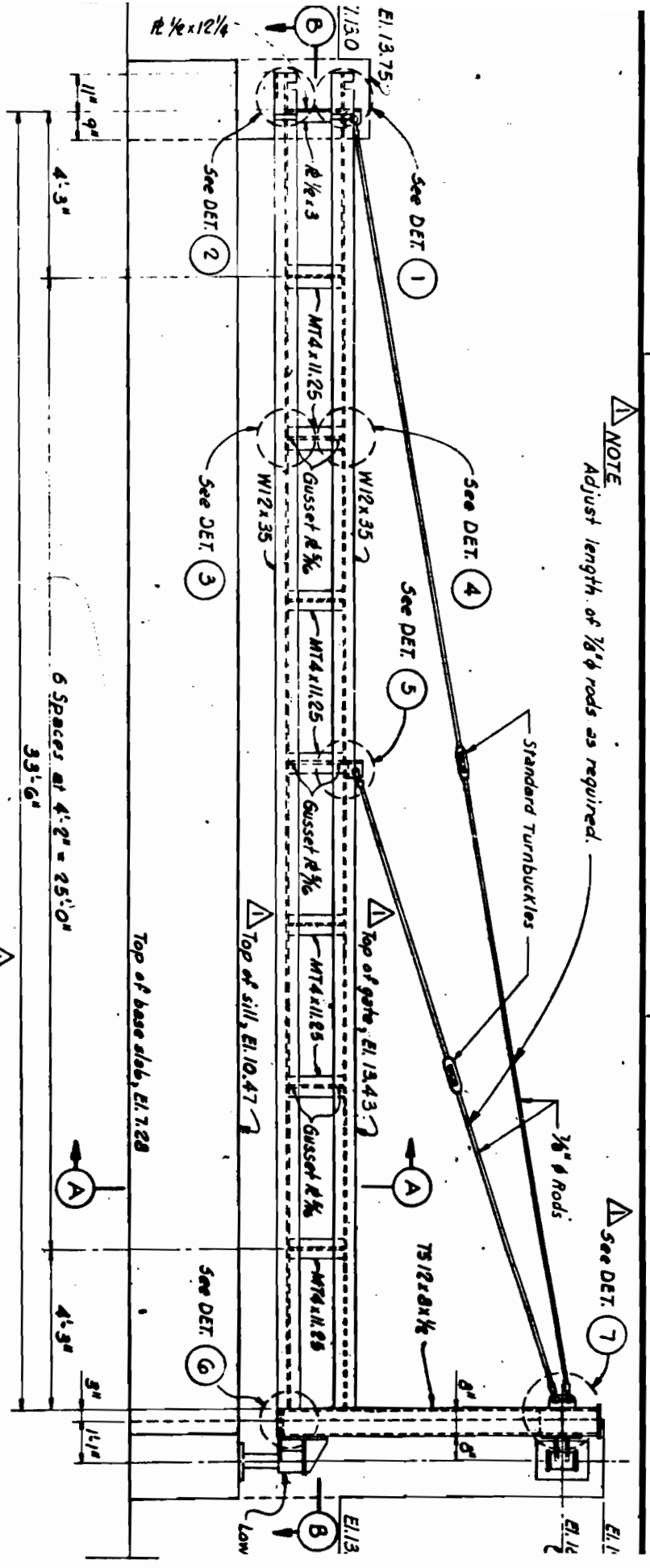
SLIP JOINT  
SECTION **C**  
Scale: 1"=1'-0"



ELEVATION



**NOTE**  
Adjust length of  $\frac{7}{8}\phi$  rods as required.



For details of notch in flanges and  $\frac{3}{8}$ " bars, see DET. 2

