

March 15, 2000

Operations Division
Technical Support Branch

Benny Rousselle, Parish President
Plaquemines Parish Government
Buras Levee District
106 Avenue G
Belle Chasse, Louisiana 70037

Dear Mr. Rousselle:


You are hereby informed that our contract (#99-C-0052) for New Orleans to Venice, Louisiana, Reach A, Vicinity of Port Sulphur Hurricane Protection Levee, Final Levee Enlargement and Freeport Canal Closure 2nd Lift, baseline station 238+00.4 to baseline station 298+00, in Plaquemines Parish, Louisiana, has been completed by the United States under Public Law 874, 87th Congress, approved October 23, 1962.

A final inspection was conducted on January 19, 2000, and all contract work was found to be satisfactorily completed. In accordance with the acts of assurance furnished prior to commencement of work, Plaquemines Parish Government, Buras Levee District becomes responsible for the operation and maintenance of completed features of the New Orleans to Venice, Louisiana, Hurricane Protection Project in Plaquemines Parish. In this connection, maintenance has been construed as keeping all completed works in first-class condition to serve the purpose for which they were designed.

CERTIFIED MAIL NO. _____
RETURN RECEIPT REQUESTED

If there are any questions concerning your operations and maintenance responsibilities, please call Brian Keller or Amy E. Powell at (504) 862-2344 and 862-2241, respectively.

Sincerely,



Dale A. Knieriemen
Lieutenant Colonel, U.S. Army
Acting Deputy District Engineer
for Project Management

Copies Furnished:

LA DOTD, Baton Rouge
LA DOTD, New Orleans
CEMVN-ET-CO
✓ Area Engr, NOAO
✓ Const Div (contract #99-C-0052)
C/Engr Div
C/RE
C/PPPMD
Comptroller
Mail Room

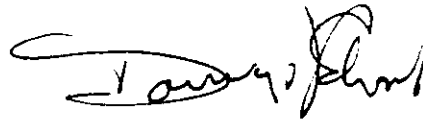
CELMN-CD-NO-Q

21 Jan 2000

MEMORANDUM FOR Chief, Construction Division

SUBJECT: Contract DACW29-99-C-0052, New Orleans to Venice, LA, Reach A, Vicinity of Port Sulphur Hurricane Protection Levee, B/L Sta. 238+00.4 to B/L Sta. 298+00, Final Levee Enlargement & Freeport Canal Closure 2nd Lift, Plaquemines Parish, LA

1. All work was completed in accordance with the contract specifications and final acceptance was made on 19 January 2000.



Dom Elguezabal
Area Engineer
New Orleans Area Office

CF:

Team Leader (Sensebe)
Const Rep (Dufrechou)
Proj Insp (Camarillo)
Ofc Engr (Thurmond)
CEMVN-RE-A
CEMVN-PA
CEMVN-SS
CEMVN-CT-R
CEMVN-CD-CS
CEMVN-CD-QS
CEMVN-PM
CEMVN-ED

JAN 24 2000

11 Jan 2000

MEMORANDUM FOR Chief, Construction Division

SUBJECT: Contract No. DACW29-99-C-0052, New Orleans to Venice, Louisiana, Hurricane Protection Project, Reach A, Station 238+00.4 to 298+00, Final Levee Enlargement and Freeport Canal Closure 2nd Lift, Plaquemines Parish, Louisiana

The subject contract was substantially completed on 8 January 2000.



CHESTER ASHLEY
Area Engineer
New Orleans Area Office

CF:

Team Leader (Sensebe) ✓

Const Rep (Dufrechou)

Proj Insp (Camarillo)

Ofc Engr (Thurmond)

CEMVN-RE-A

CEMVN-PA

CEMVN-SS

CEMVN-CT-R

CEMVN-CD-CS

CEMVN-CD-QS

CEMVN-PM

CEMVN-ED

JAN 13 2000

MEMORANDUM THRU Area Engineer, NewOrleans Area Office
C/Const Div ATTN: Contr Admin Br

FOR C/Engr Div

SUBJECT: Narrative Completion Report for Contract No. DACW29-99-C-0052, New Orleans to Venice, LA, Reach A, Vicinity of Port Sulphur Hurricane Protection Levee, B/L 238+00.4 to 298+00, Final Levee Enlargement & Freeport Canal Closure 2nd Lift, Plaquemines Parish, LA

1. The subject contract dated 22 July 1999 was awarded to Circle, Inc. 1204 Engineers Road Belle Chasse, Louisiana 70037. The Notice to Proceed was issued on 5 August 1999 with construction to commence not later than 15 August 1999. The date set for completion was 02 January 2000. The original contract length was 150 calendar days. The original contract amount was \$1,205,762.00.
2. The Preconstruction Conference on the above subject contract was held on 05 August 1999 at 11:00 a.m. in the New Orleans Area Office. Minutes of the Preconstruction Conference are on file in the New Orleans Area Office. On 9 August 1999, both the Pework Safety and Pework Coordination (Mutual Understanding) Meetings were held at the job site. The purpose of the Pework Safety Meeting was to develop a mutual understanding of hazards existing in this type of work, to review the requirements of the current Safety Manual (EM 385 1-1, Sept 1996), and to develop an acceptable level of safety awareness in the employees. The Job Hazard Analysis, approved Accident Prevention Plan, weekly Safety Meeting requirements, and equipment inspections were also covered. The Coordination Meeting was held to develop a mutual understanding of the Contractors Quality Control System and to discuss the proper procedure for recording the results of CQC inspections, control activities, and testing. The minutes of both meetings are in the contract file.
3. The contract consisted of thirteen major definable features of work: mobilization and demobilization, clearing and grubbing, embankment (uncompacted fill) and (semicompacted fill), surfacing, fertilizing and seeding (Canal Closure Area), fertilizing, seeding and mulching (Levee), turf reinforcement mat, chain link fencing and gate, geotextile separator, erosion control, 24" drainage culvert and access roads.
4. The following is a summary of the items of work during this contract:
 - a. The Three Phase System was utilized during the operation of all definable features of work.

CEMVN-CD-NO-Q

SUBJECT; Narrative Completion Report for Contract No. DACW29-99-C-0052, New Orleans to Venice, LA, Reach A, Vicinity of Port Sulphur Hurricane Protection Levee, B/L 238+00.4 to 298+00, Final Levee Enlargement & Freeport Canal Closure 2nd Lift, Plaquemines Parish, LA

(1) Mobilization and Demobilization: The contractor began mobilizing equipment to the job site on 06 August 1999, one D58 dozer and one 300 Komatsu excavator. Over the next 2 months, more equipment was mobilized to the project site. The project was completely demobilized as of 21 January 2000.

(2) Clearing and Grubbing: The preparatory inspection meeting was held for this item of work on 09 August 1999. The contractor began this phase of work on the same day with the clearing and grubbing the designated borrow pit area at Boothville, LA. Trees felled during this operation were stockpiled in the borrow area for future burning. The clearing and grubbing of the construction site started on 07 September 1999 at B/L 238+00 to 266+00.

These phases of work were ongoing throughout the contract and equipment used was one D37 dozer, one D58 dozer, one PC200 Komatsu excavator, and one farm tractor W/disk. All clearing and grubbing was completed by 18 November 1999. The minutes of the preparatory meeting for clearing and grubbing are on file in the New Orleans Area Office.

(3) Embankment: Semicompacted and Uncompacted fill.

The preparatory inspection meeting for this item was held on 07 September 1999. Operations began on the same day. All fill material used for this project was taken from the government furnished borrow pit. Designed excavation depth of 20 ft within the designated borrow pit was achieved by completion of the project. Material excavated from the borrow pit was a lean CL and had a optimum moisture range of (18-28%). Required moisture and density tests were performed as per contract specifications (every 2,000 cy). Semicompacted fill material was placed in layers. The first layer was not more than 6 inches in thickness and the succeeding layers were not more than 12 inches in thickness prior to compaction. Uncompacted fill material was placed in a 3ft layer as per contract specifications. Settlement plates were placed as per contract specifications and verified by government personnel.

Work for the embankment phase was performed by the prime contractor Circle Inc of Belle Chasse, Louisiana. Equipment used for excavation and embankment operations were three excavators, five dozers, two motor graders, one farm tractor W/disk, one water truck, two motorized brooms, two 6 inch pumps, one rubber tired backhoe, and a average of 28 tandem haul trucks. All embankment and excavation was completed on 17 December 1999. The contractor was issued one deficiency with regards to this item of work. This deficiency was for placing haul trucks into service without required Safety Inspection. Correction of this deficiency was made in a timely manner, and the excavation and embankment phases of work were completed in accordance with the plans and specifications. The borrow pit was left in a orderly manner. The contractor used 90% of the surface area provided for borrow excavation under this contract.

CEMVN-CD-NO-Q

SUBJECT; Narrative Completion Report for Contract No. DACW29-99-C-0052, New Orleans to Venice, LA, Reach A, Vicinity of Port Sulphur Hurricane Protection Levee, B/L 238+00.4 to 298+00, Final Levee Enlargement & Freeport Canal Closure 2nd Lift, Plaquemines Parish, LA

(4) Surfacing and Geotextile Separator: The preparatory inspection meeting for these items was held on 27 October 1999. Operations began the following day 28 October 1999. The contractor constructed ramps throughout the project site for a total of (5). Prior to placement of surfacing material, the contractor anchored down a geotextile separator fabric as per contract specifications. This was followed up with a 7 inch layer of stone over each ramp. Over the next 2 months the contractor placed surfacing material throughout the Freeport Facility as per contract specifications to include a 12 layer of stone only on the crossover road within the Canal Closure. All surfacing was completed on 28 December 1999 and the minutes of the preparatory meeting are on file.

(5) Fertilizing, Seeding, Mulching, and Turf Reinforcement: The preparatory inspection meeting for these items was held on 16 December 1999. Work began immediately following the meeting which was conducted by Economy Grass of Ethel, Louisiana. The levee surface was tilled as required by the contract and then seeded, fertilized, and mulched. The canal closure was only seeded and fertilized. No mulch was required by contract. Turf Reinforcement Mat was placed within 24 hours of seeding, fertilizing and mulching between B/L stations 270+00 to 280+00 as per contract specifications. All seeding, fertilizing, mulching, and placement of reinforcement mat was completed on 30 December 1999 totaling 24.38 acres.

(6) Chain Link Fencing and Gate: The preparatory meeting for these items was held on 07 January 00. Work started immediately following the meeting. The existing fence at B/L 238+00 was removed and replaced. At B/L 298+00 a gate was installed and the existing fence was also replaced. No gate was installed at station 238+00 as per contract specifications. All work was completed on 14 January 00.

(7) Erosion Control: The preparatory meeting was held on 27 October 1999. The contractor used silt fencing for erosion control along the landside TOE of the levee between stations 238+00 to 298+00 and completely around the canal closure area. Silt fencing was originally placed on 28 October 1999 and was maintained by the contractor throughout the duration of the contract. A total of 7,568 linear feet of silt fencing was used on the project.

(8) 24" Drainage Culvert: The preparatory meeting for this item was held on 27 October 1999.

CMVN-CD-NO-Q

SUBJECT: Narrative Completion Report for Contract No. DACW29-99-C-0052, New Orleans to Venice LA, Reach A, Vicinity of Port Sulphur Hurricane Protection Levee, B/L 238+00.4 to 298+00, Final Levee Enlargement & Freeport Canal Closure 2nd Lift, Plaquemines Parish, LA

Work started immediately following the meeting. The 24" drainage culvert was placed as per contract specifications at (3) locations. The first culvert was placed at B/L station 250+00 followed up with another at station 255+00 and at station 13+00 (Canal Crossover Road), throughout the duration of the contract. The bedding surface for the drainage culvert was firm along the entire length. Backfill was brought up evenly on both sides of culvert not exceeding 6 inches in compaction depth. Each layer was compacted with a mechanical tamper. The method of filling and compacting continued until fill was at least 12 inches above the culvert. This phase of work was completed on 10 December 1999.

(9) Access Roads: The preparatory inspection meeting for this item was held on 09 August 1999. On this date the contractor began constructing required truck wash down pads at the designated access roads at the embankment construction area and borrow pit area. Prior to placement of crushed stone, the locations were verified by the COE QAR. Maintenance of access roads was performed with one 65B motor grader, one water truck, and two motorized brooms. This phase of work continued throughout the duration of the contract and was completed on 17 December 1999.

5. There were seven modifications to the original contract, and a summary of each follows:

- a. Contract modifications P00001, P00002, P00003, P00004 provided funding adjustment to the contract.
- b. Contract modification A00001 provides a time extension to the contract.
- c. Contract modification P00005 and P00006 provides variations in contract estimated quantities adjustments.

6. A copy of as-builts drawings is attached.

7. The project was accepted as substantially completed on 08 January 2000. All work was accepted as complete in accordance with the contract plans and specifications. Representatives of the Contracting Officer (USACE) made the acceptance. The final inspection was performed on 19 January 2000.

8. Included herewith is a comparison of the contract quantities versus actual quantities.

CEMVN-CD-NO-Q

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Item Number	Description	Estimated Quantity	Unit Price	Estimated Amount	Actual Quantity	Actual Amount
0001	Mobilization & Demobilization	Lump Sum	LS	81,061.00	100%	81,061.00
0002	Clearing and Grubbing	Lump Sum	LS	103,935.00	100%	103,935.00
0003	Embankment Semicompacted fill	30,600 CY	9.07	277,542.00	40,196.00	364,577.72
0004	Embankment Uncompacted Fill	44,800 CY	7.68	344,064.00	72,919.00	560,017.92
0005	Surfacing					
0005AA	First 3,900 Cubic Yards	3,900 CY	31.38	122,382.00	3,900.00	122,382.00
0005AB	All Over 3,900 Cubic Yards	1,000 CY	31.38	31,380.00	573.33	17,991.10
0006	Fertilizing and Seeding (Canal)	11 AC	308.00	3,388.00	11.24 AC	3,461.92
0007	Fertilizing, Seeding & Mulch Levee	12 AC	1,460.00	17,520.00	13.14 AC	19,184.40
0008	Turf Reinforcement Mat	4,250 SY	4.60	19,550.00	4,259.5	19,593.70
0009	Chain Link Fencing and Gate	Lump Sum	LS	13,485.00	100%	13,485.00
0010	Geotextile Separator	1,700 SY	1.88	3,196.00	2,994.68	5,630.00
0011	Erosion Control	8,875 LF	2.48	22,010.00	7,568.00	18,768.64
0012	24" Drainage Culvert	Lump Sum	LS	15,880.00	100%	15,880.00
0013	Access Roads	Lump Sum	LS	150,369.00	100%	150,369.00
TOTALS				\$1,205,762.00		\$1,496,337.40

9. In summary, the contractor was proficient in the performance of work. Equipment used was of satisfactory working condition. Quality Control was satisfactory throughout the duration of th contract.


JOSEPH P. CAMARILLO, JR.
 Project Inspector
 New Orleans Office

Atch

CEMVN-CD-NO-Q

SUBJECT; Narrative Completion Report for Contract No. DACW29-99-C-0052, New Orleans to Venice, LA, Reach A, Vicinity of Port Sulphur Hurricane Protection Levee, B/L 238+00.4 to 298+00, Final Levee Enlargement & Freeport Canal Closure 2nd, Plaquemines Parish, LA

CF:

Proj Engr (Dufrechou)

Proj Insp (Camarillo)

Ofc Engr (w/as-built)

CEMVN-CD-Q

CEMVN-CT

CEMVN-ED-C

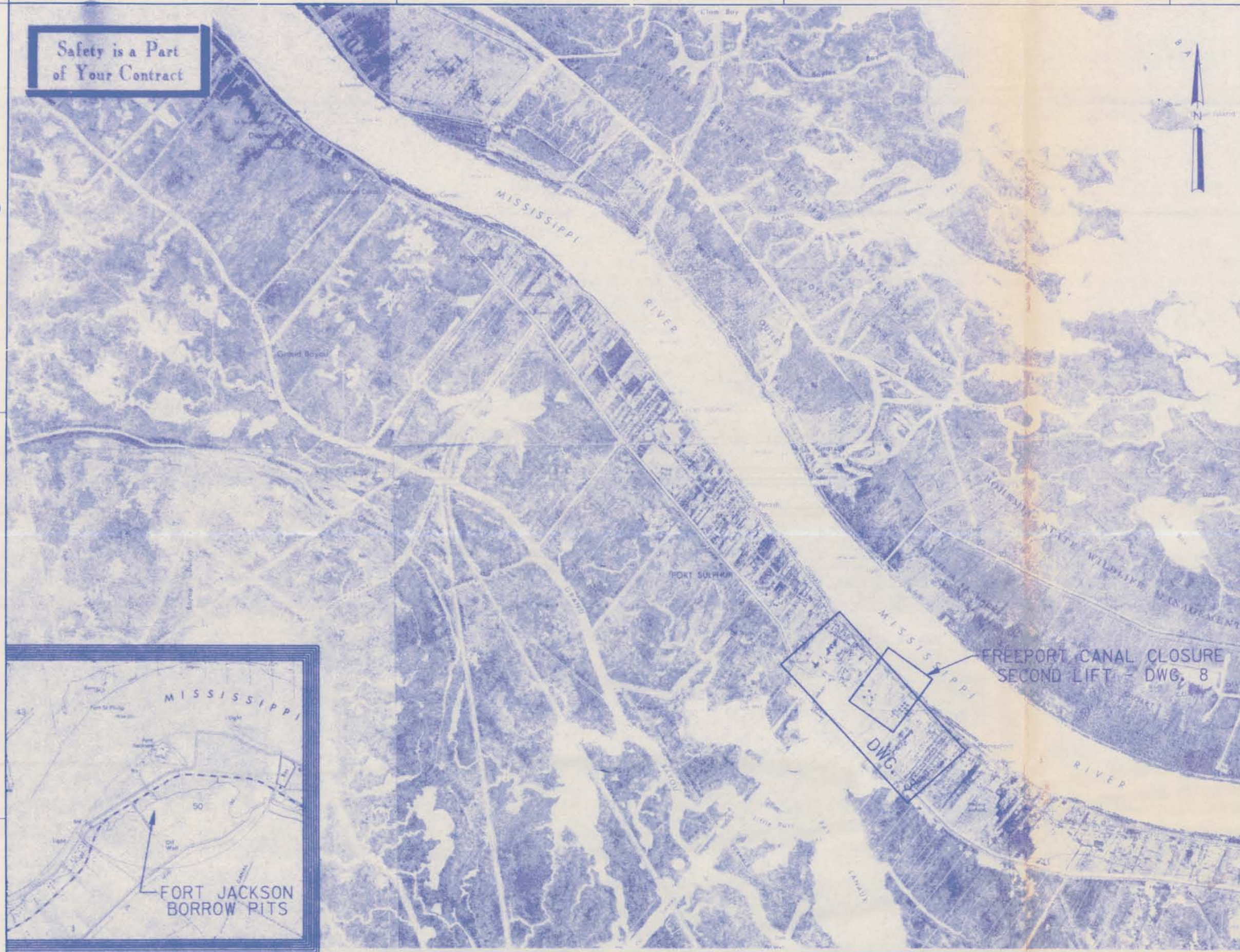
CEMVN-CD-CS

CEMVN-CD-B

CEMVN-PP

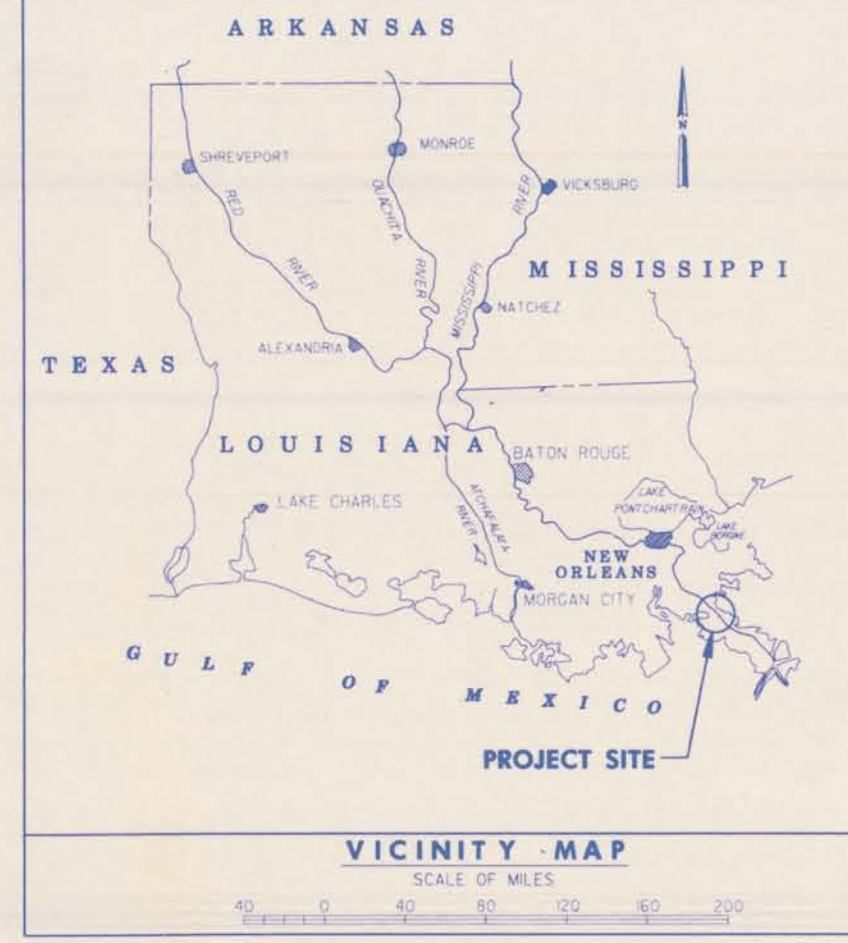
CEMVN-OD-ON

Safety is a Part of Your Contract



LOCATION MAP - SCALE 1" = 2000'

NEW ORLEANS TO VENICE, LA.
REACH A - VICINITY PORT SULPHUR
HURRICANE PROTECTION LEVEE
BL STA. 238+00.40 TO 298+00 FINAL LEVEE
ENLARGEMENT & FREEPORT CANAL CLOSURE 2ND LIFT
PLAQUEMINES PARISH, LA.



INDEX TO DRAWINGS

DWG. NO.	DESCRIPTION
1	INDEX TO DRAWINGS, VICINITY AND LOCATION MAPS
2	TABULATION OF OFFSETS AND GENERAL NOTES
3	PLAN AND PROFILE, BENCHMARK
4	TYPICAL SECTIONS
5	LANDSIDE DITCH, TEMPORARY BERM AND MISCELLANEOUS DETAILS
6-7	MISCELLANEOUS DETAILS
8	FREEPORT CANAL CLOSURE SECOND LIFT
9	SOIL BORINGS AND BORROW BORINGS
10	SOIL BORING LEGEND
11	FORT JACKSON BORROW PIT
12	TRAFFIC CONTROL PLAN AND SETTLEMENT GAGE DETAIL
13-17	CROSS SECTIONS
18-20	CANAL SECTIONS

AS BUILT DRAWING
99C0052

DRAWINGS IN THIS FOLIO HAVE BEEN REDUCED ONE HALF THE ORIGINAL SCALE



NO.	DESCRIPTION	DATE	APPRO.

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS, LOUISIANA

DESIGNED BY: B.J.V.	DESIGN FILE NAME: 99C0052
CHECKED BY: L.C.D.	DATE: 6/14/99
SCALE: 2000	PROJECT: NEW ORLEANS TO VENICE, LA.
DATE: FEB. 99	PROJECT NO.: DACW29-99-B-0066

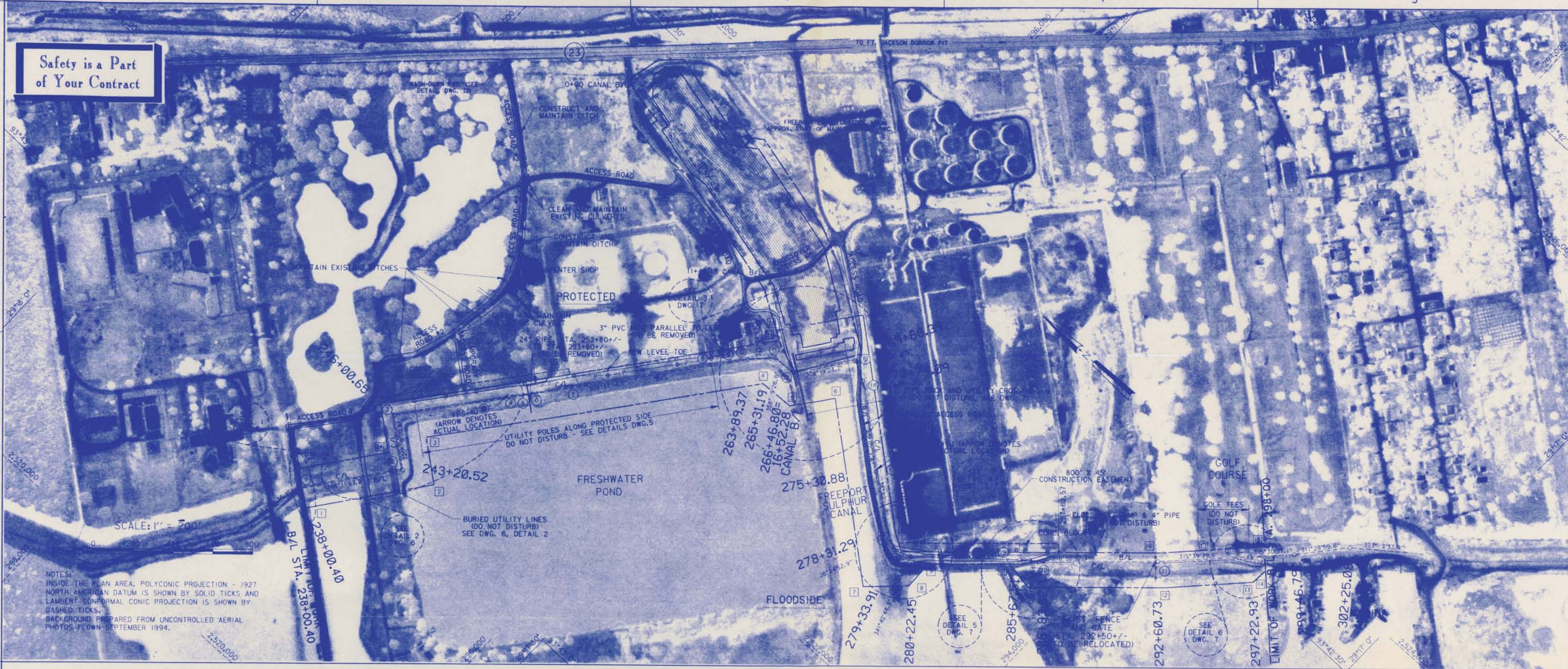
NEW ORLEANS TO VENICE, LA.
REACH A - VICINITY PORT SULPHUR
HURRICANE PROTECTION LEVEE
B/L STA. 238+00.40 TO 298+00 FINAL LEVEE
ENLARGEMENT & FREEPORT CANAL CLOSURE 2ND LIFT
INDEX TO DRAWINGS, VICINITY AND LOCATION MAPS

FILE NUMBER
H-8-45128
DWG. 1 OF 20



THIS PROJECT WAS DESIGNED BY THE NEW ORLEANS DISTRICT OF THE U.S. ARMY CORPS OF ENGINEERS. THE INITIALS OR SIGNATURES AND REGISTRATION DESIGNATIONS OF INDIVIDUALS APPEAR ON THESE PROJECT DOCUMENTS WITHIN THE SCOPE OF THEIR EMPLOYMENT AS REQUIRED BY ER 1110-1-8152.

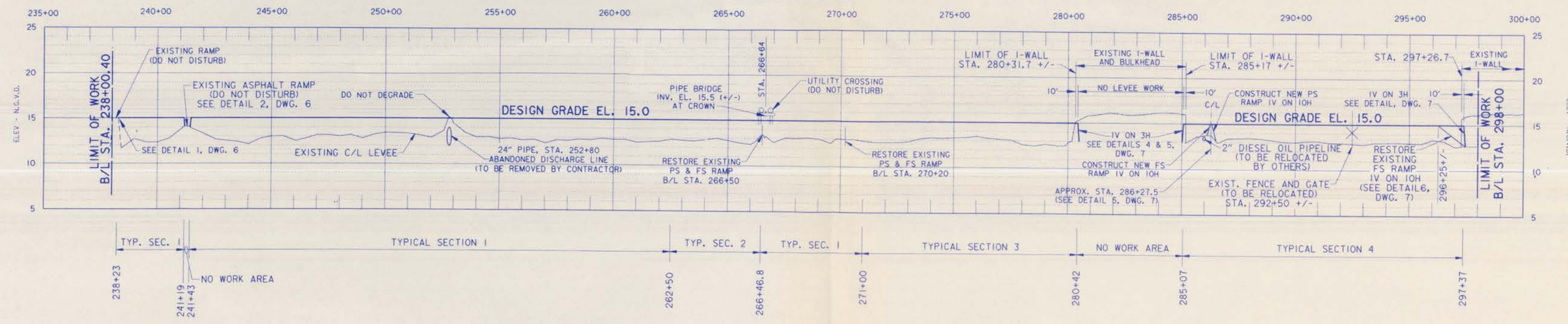
Safety is a Part of Your Contract



SCALE: 1" = 200'

NOTES:
 INSIDE THE PLAN AREA, POLYCONIC PROJECTION - 1927 NORTH AMERICAN DATUM IS SHOWN BY SOLID TICKS AND LAMBERT CONFORMAL CONIC PROJECTION IS SHOWN BY DASHED TICKS.
 BACKGROUND PREPARED FROM UNCONTROLLED AERIAL PHOTOS, FLOWN SEPTEMBER 1994.

PROFILE
 SCALE: HOR. 1" = 200'
 VER. 1" = 5'



FOR A TABULATION OF OFFSETS AND GENERAL NOTES, SEE DWG 2.
 ● = DENOTES UNDISTURBED BORINGS, SEE DWG 8.

DESCRIPTION OF BENCHMARK
 DESCRIPTION FOR: E 195 ELEV. 3.42
 ABOUT 3.2 MILES NORTHWEST ALONG STATE HIGHWAY 23 FROM THE FIRE STATION AND CEMETERY AT PORT SULPHUR, THENCE 0.15 MILE SOUTHWEST ALONG A SHELL DRIVEWAY THROUGH THE TENNESSEE GAS COMPRESSOR STATION, SET IN THE TOP OF THE CONCRETE FOUNDATION FOR THE N.W. LEG OF THE RADIO TOWER, ABOUT 2-1/2 FEET ABOVE THE LEVEL OF THE GROUND, AND ABOUT LEVEL WITH THE HIGHWAY. NOTE: THE TOWER IS ON 9 PILING THAT ARE DRIVEN TO A DEPTH OF 60 FEET. THE CONCRETE FOUNDATION IS 3 FEET SQUARE AND PROJECTS 2-1/2 FEET.
 REPORT BY NGS DATE 1984 CONDITION - GOOD

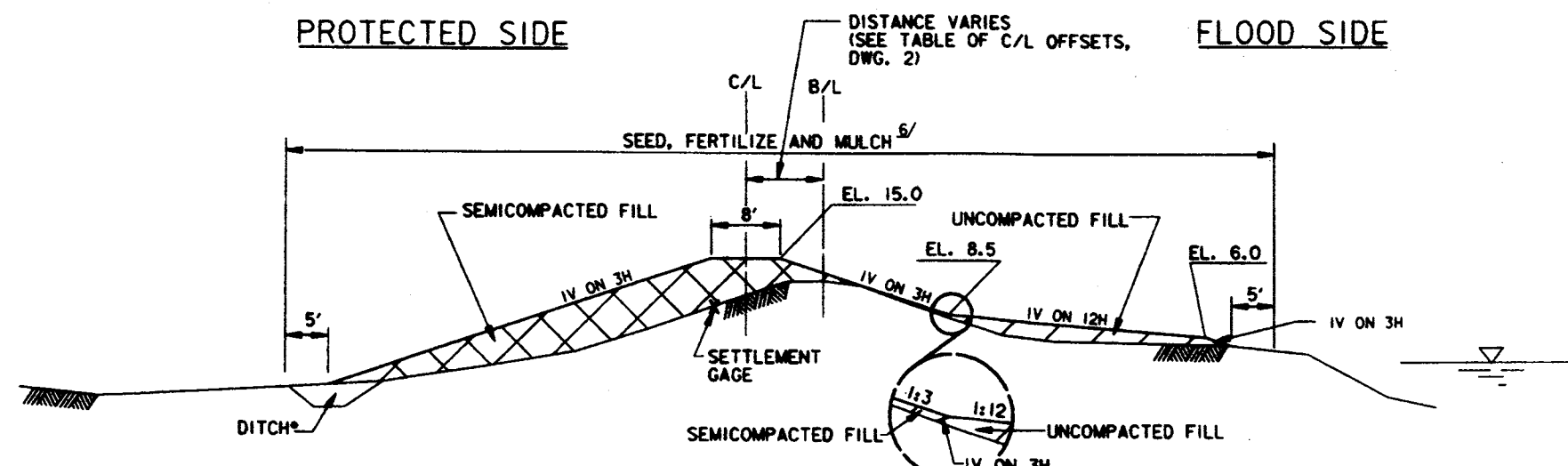
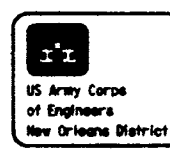
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
 CORPS OF ENGINEERS, LOUISIANA
 NEW ORLEANS TO VENICE, LA.
 REACH A - VICINITY PORT SULPHUR HURRICANE PROTECTION LEVEE
 B/L STA. 238+00.40 TO 298+00.40 FINAL LEVEE ENLARGEMENT & FREEPPOINT CANAL CLOSURE 2ND LIFT
 PLAN AND PROFILE, BENCHMARK
 PUBLISHED: PARIS, LA.

DESIGNED BY: R.L.V.	DESIGN FILE NAME: 4578103.DGN	SUBMITTAL NO.:	DATE:
CHECKED BY: L.C.B.	DATE: 4/4/99	ISSUE NUMBER:	DATE:
DRAWN BY: S.C.B.	SCALE: 200	PROJECT:	DATE: FEB 99
DATE: FEB 99	SCALE: 200	PROJECT:	DATE: FEB 99

FILE NUMBER
H-8-45128
 DWG. 3 OF 20



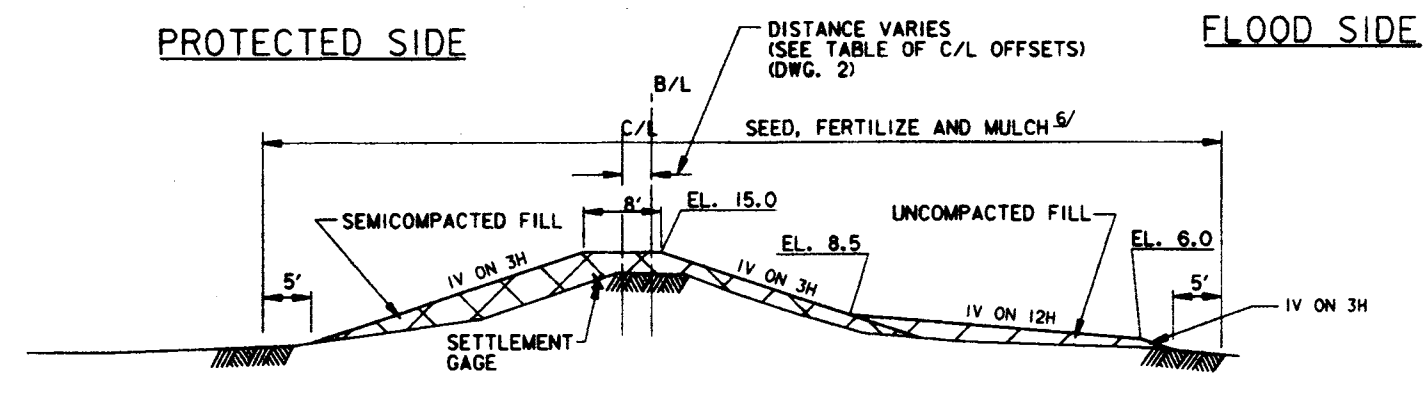
**Safety is a Part
of Your Contract**



*CONSTRUCT NEW DITCH FROM +/- STA. 246+00 TO +/- STA. 254+50, SEE DETAILS ON DWG. 5.

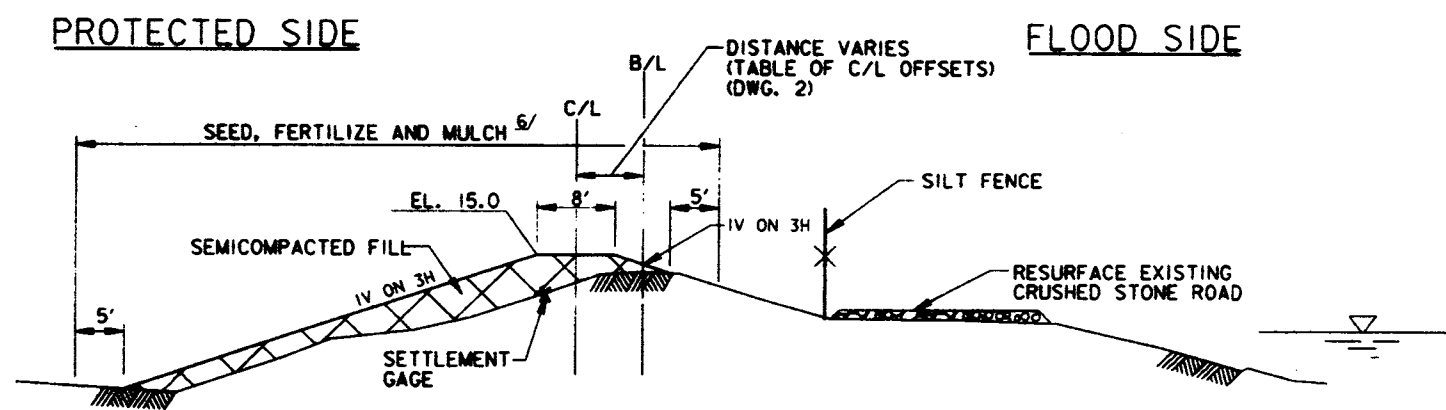
TYPICAL SECTION 1

STA. 238+23.00 -/+ ^{1/} TO STA. 241+19.00 -/+ ^{2/}
 STA. 241+43.00 -/+ ^{2/} TO STA. 262+50.00 ^{1/}
 STA. 266+46.80 TO STA. 271+00.00 ^{1/}
 NOT TO SCALE



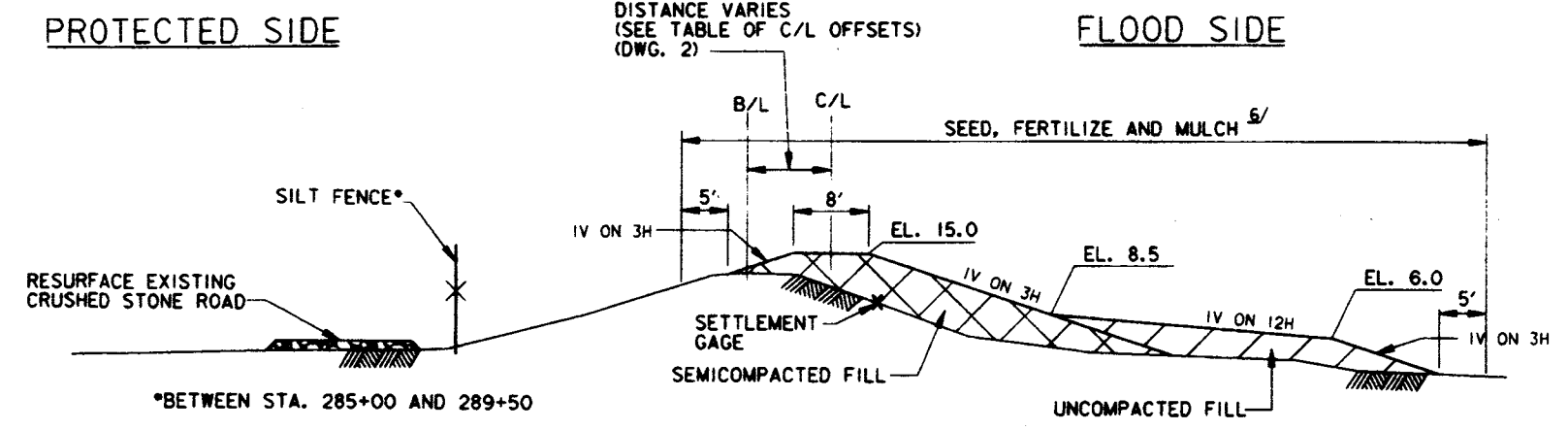
TYPICAL SECTION 2

STA. 262+50.00 TO STA. 266+46.80 ^{1/}
 NOT TO SCALE



TYPICAL SECTION 3

STA. 271+00.00 TO STA. 280+42.00 -/+ ^{3/}
 NOT TO SCALE

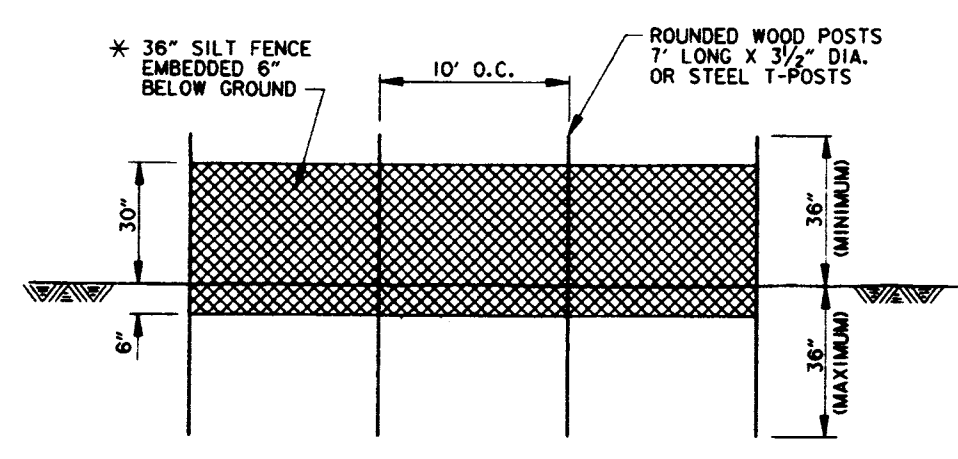


TYPICAL SECTION 4

STA. 285+07.00 ^{4/} TO STA. 297+37.00 ^{5/}
 NOT TO SCALE

TYPICAL NOTES :

- ^{1/} TIE INTO EXISTING RAMP (SEE DETAIL 1, DWG. 6)
- ^{2/} TIE INTO ASPHALT RAMP (SEE DETAIL 2, DWG. 6)
- ^{3/} TIE INTO EXISTING I-WALL (SEE DETAIL 4, DWG. 7)
NO LEVEE WORK BETWEEN STA. 280+42 AND STA. 285+07.
- ^{4/} TIE INTO EXISTING I-WALL (SEE DETAIL 5, DWG. 7)
- ^{5/} TIE INTO EXISTING I-WALL (SEE DETAIL 6, DWG. 7)
- ^{6/} DO NOT SEED OR FERTILIZE AREAS WHERE THE ACCESS ROAD AND RAMPS ARE TO BE LOCATED.
- ^{7/} SMOOTH TRANSITION BETWEEN TYPICALS.



* SEE SPECIFICATIONS FOR REQUIREMENTS OF SILT FENCE FABRIC.

SILT FENCE DETAIL

NOT TO SCALE

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
 CORPS OF ENGINEERS
 NEW ORLEANS, LOUISIANA

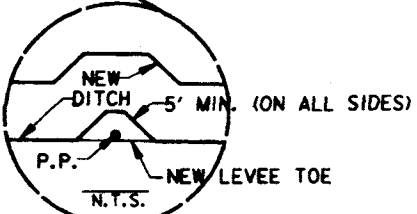
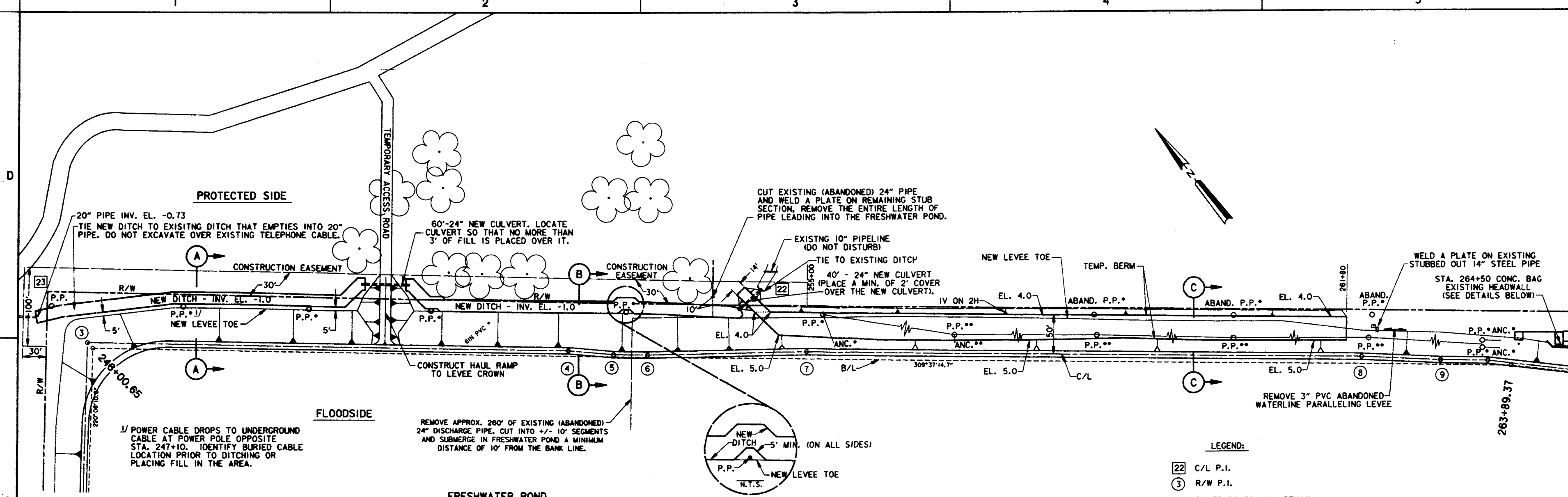
DESIGNED BY: B.L.Y. DATE: 10/14/99
 CHECKED BY: L.C.D. DATE: 10/14/99
 DRAWN BY: S.C.R. DATE: FEB 99

DESIGN FILE NAME: 45198.04.DWG
 SOLICITATION NO. DACW79-99-B-0066

NEW ORLEANS TO MONROE, LA
 REACH A - VICINITY PORT SULPHUR
 B/L STA 2800 TO 29400 FILL LEVEE
 ENLARGEMENT & FREIGHT CANAL CLOSURE AND LIFT
 PLUMBING PAPER, L.L.

FILE NUMBER
H-8-45128
 DWG. 4 OF 20

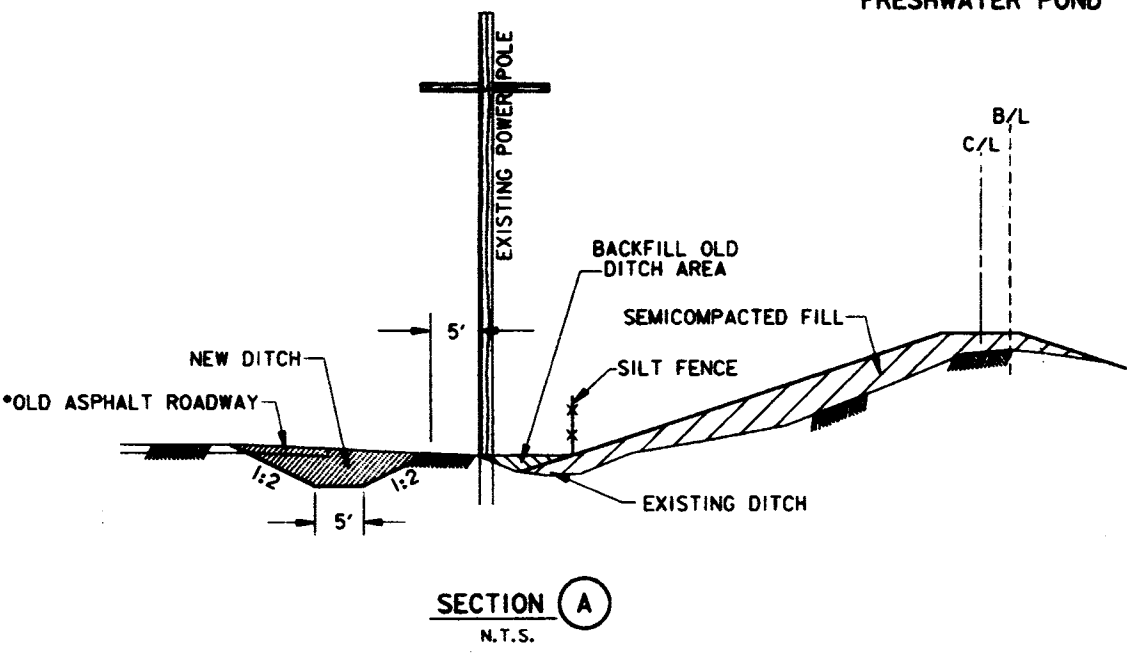




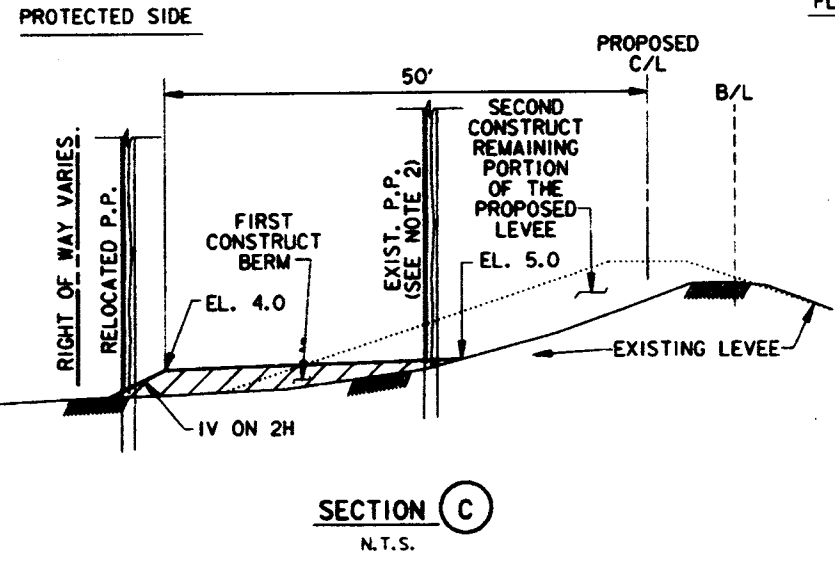
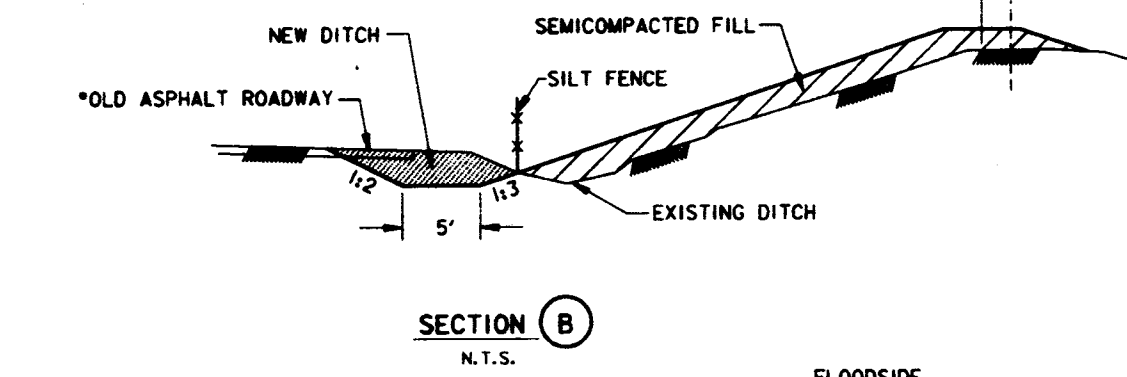
LEGEND:

- 22 C/L P.I.
- 3 R/W P.I.

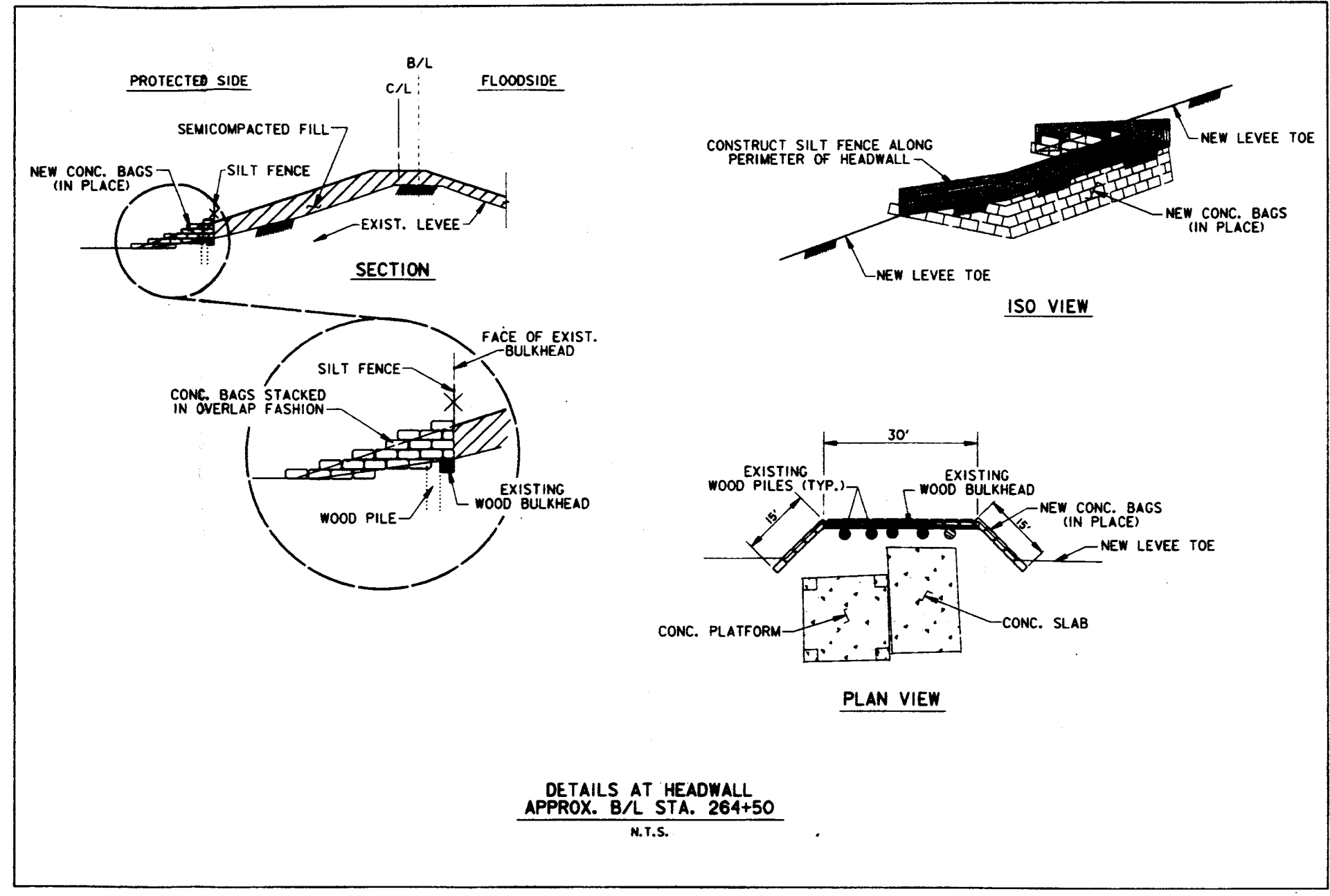
- P.P.* POWER POLES WILL REMAIN
- P.P.** POWER POLES WILL BE RELOCATED BY OTHERS
- ANC.* POWER POLE GUY WIRE ANCHOR WILL REMAIN
- ANC.** POWER POLE GUY WIRE ANCHOR WILL BE RELOCATED BY OTHERS



* AN OLD ASPHALT ROADWAY RUNS (INTERMITTENT) PARALLEL TO THE EXISTING DITCH IN THE APPROX. LOCATION OF THE NEW DITCH EXCAVATION. ASPHALT MATERIAL FROM THE DITCH EXCAVATION SHALL BE PLACED ALONG THE BANK OF THE LAGOON (FLOODSIDE) APPROX. B/L STA. 238+50 TO STA. 240+50



- STAGED LEVEE CONSTRUCTION
STA. 254+60 TO 261+80**
- NOTES:**
1. CONTRACTOR TO CONSTRUCT PROTECTED SIDE BERM FIRST (WORKING AROUND UTILITY POLES & GUY WIRES, SEE DWG. 6).
 2. FOUR EXISTING POWER POLES & GUY WIRES WILL BE RELOCATED BY OTHERS (SEE PLAN VIEW FOR DISPOSITION OF POLES).
 3. CONTRACTOR SHALL THEN COMPLETE CONSTRUCTION OF THE REMAINING PORTION OF THE PROPOSED LEVEE.
 4. THE FLOODSIDE BERM IS NOT A PART OF THE STAGED LEVEE CONSTRUCTION AND MAY BE CONSTRUCTED AT ANY TIME.



DATE	APPROVAL	MARK

**U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA**

DESIGNED BY: R.J.V.
CHECKED BY: L.E.D.
DRAWN BY: S.C.B.
DATE: 12/99

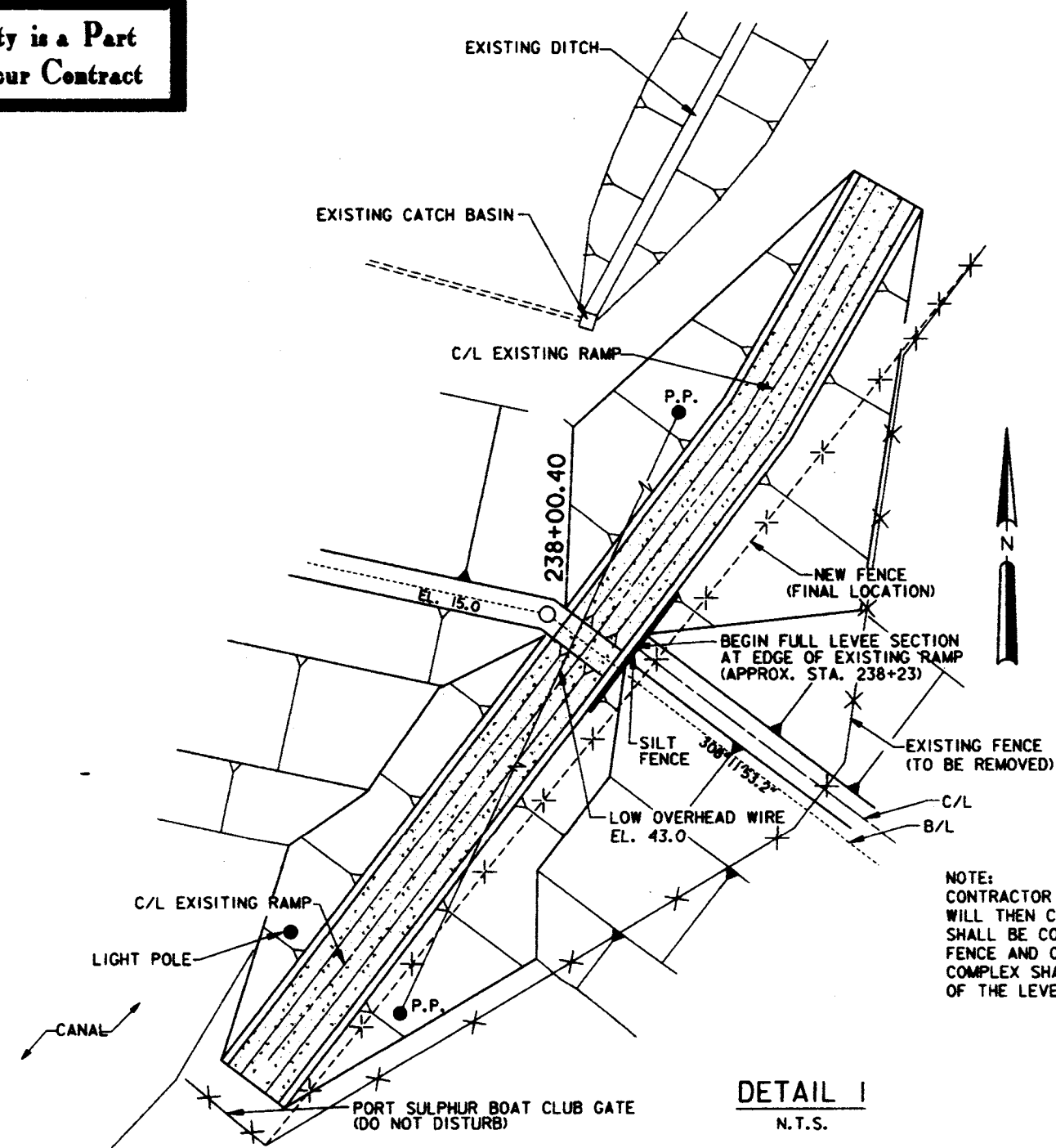
DESIGN FILE NAME: 4512K05.DGN
SOLUTION NO. 4512K05.DGN
SUBMITTED BY: DANIELAS
DATE: 1/14/99
SCALE: 50

PROJECT NO. DACW29-99-B-0066

NEW ORLEANS TO BRIDGE, LA
REACH A - VICINITY PORT SULPHUR
HURRICANE PROTECTION LEVEE
B/L STA. 238+00 TO 294+00 FINAL LEVEE
ENLARGEMENT & FREEPORT CANAL CLOSURE 2ND LIFT
DITCH, TEMPORARY BERM
AND MISCELLANEOUS DETAILS
PLACED IN THESE PLOTTING

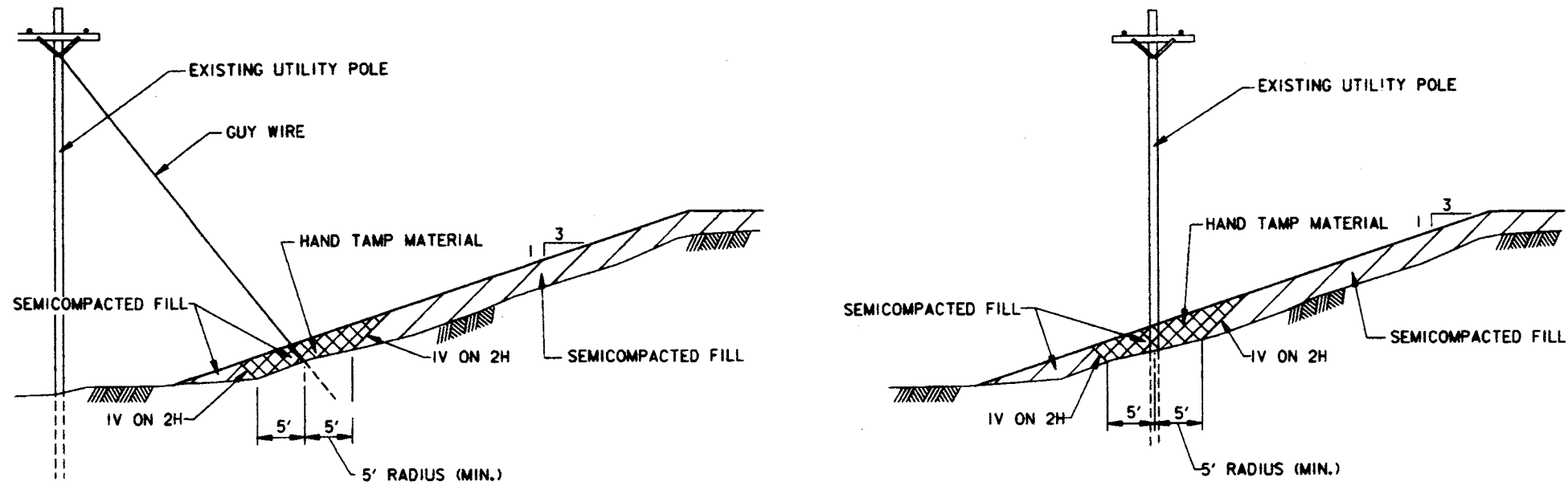
FILE NUMBER
H-8-45128
DWC 5 OF 20

**Safety is a Part
of Your Contract**



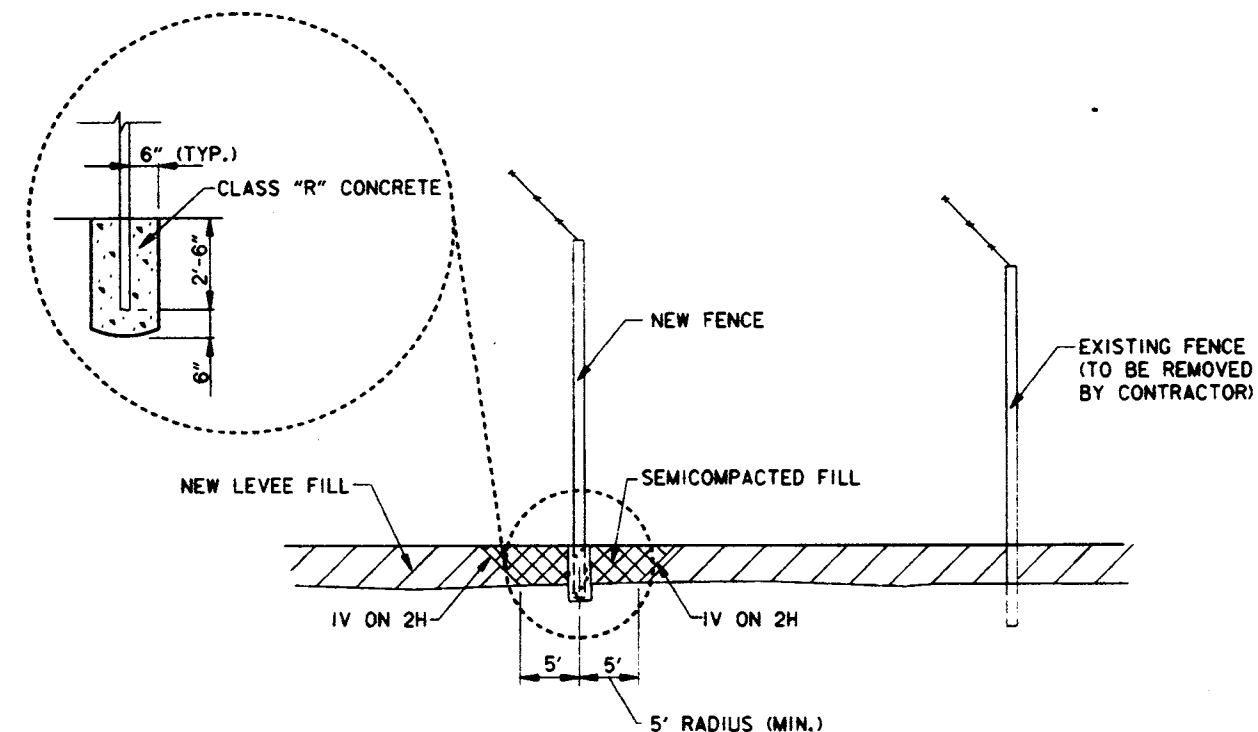
DETAIL 1
N.T.S.

NOTE:
CONTRACTOR SHALL CONSTRUCT LEVEE SECTION ON WEST SIDE OF FENCE. CONTRACTOR WILL THEN CONSTRUCT A NEW FENCE IN ITS FINAL LOCATION. ALL FENCE POSTS SHALL BE CONCRETED IN PLACE. THE CONTRACTOR SHALL THEN REMOVE THE EXISTING FENCE AND CONTINUE LEVEE CONSTRUCTION. FENCED SECURITY TO THE FREEPORT COMPLEX SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION OF THE LEVEE.



DETAIL UTILITY POLES/GUY WIRES
(AT ALL LOCATIONS)
N.T.S.

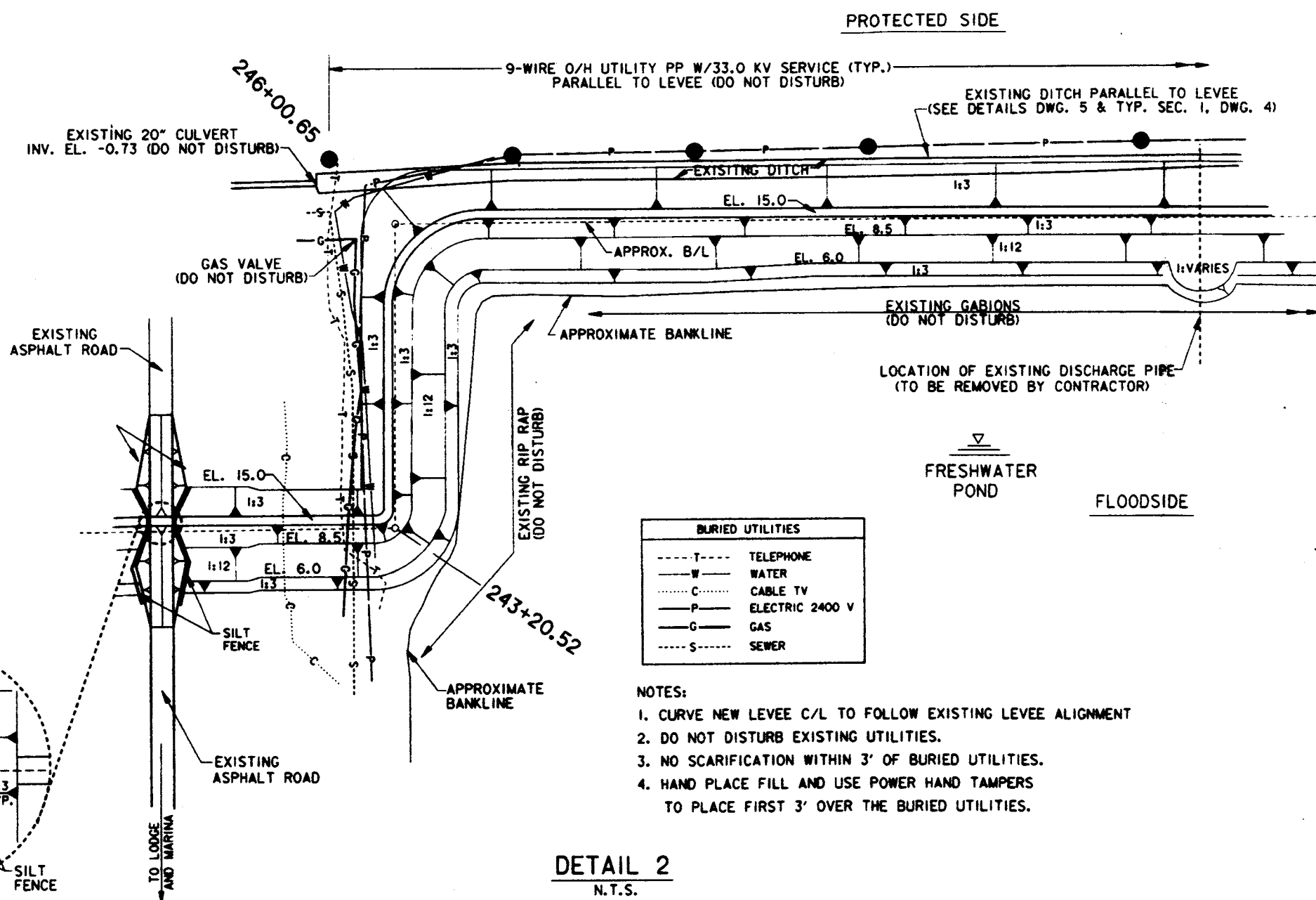
NOTE:
THE CONTRACTOR SHALL HAND PLACE FILL MATERIAL WITHIN A 5' RADIUS OF ALL GUY WIRES AND POWER POLES SO AS NOT TO DISTURB THE GUY WIRE AND POLES OR ALLOW VOIDS. POWER HAND TAMPING IS REQUIRED AS WELL AS HAND PLACING IN THIS AREA



NEW FENCE POST INSTALLATION DETAIL
(AT ALL LOCATIONS)
N.T.S.

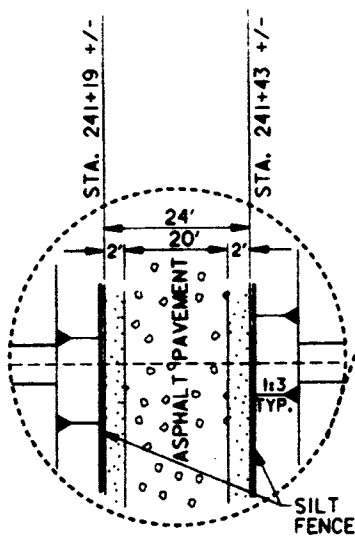
FENCE NOTES:

1. THE CHAINLINK FENCE (CLF) POSTS SHALL BE ANCHORED IN CLASS "R" CONCRETE FOOTING CONFORMING TO SECTION 901 OF LSSRB. ALL POSTS ARE NOT TO BE MORE THAN 1/2" OUT OF VERTICAL ALIGNMENT AND ARE TO BE NO MORE THAN 10' APART.
2. NEW MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH LSSRB SECTION 705.
3. LSSRB - REFERS TO LOUISIANA STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, 1992 EDITION.



DETAIL 2
N.T.S.

- NOTES:**
1. CURVE NEW LEVEE C/L TO FOLLOW EXISTING LEVEE ALIGNMENT
 2. DO NOT DISTURB EXISTING UTILITIES.
 3. NO SCARIFICATION WITHIN 3' OF BURIED UTILITIES.
 4. HAND PLACE FILL AND USE POWER HAND TAMPERS TO PLACE FIRST 3' OVER THE BURIED UTILITIES.



US Army Corps of Engineers
New Orleans District

**U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA**

DESIGNED BY: R.L.T.
CHECKED BY: L.E.D.
DATE: FEB 99

PLOT DATE: 4/14/99
SCALE: 10

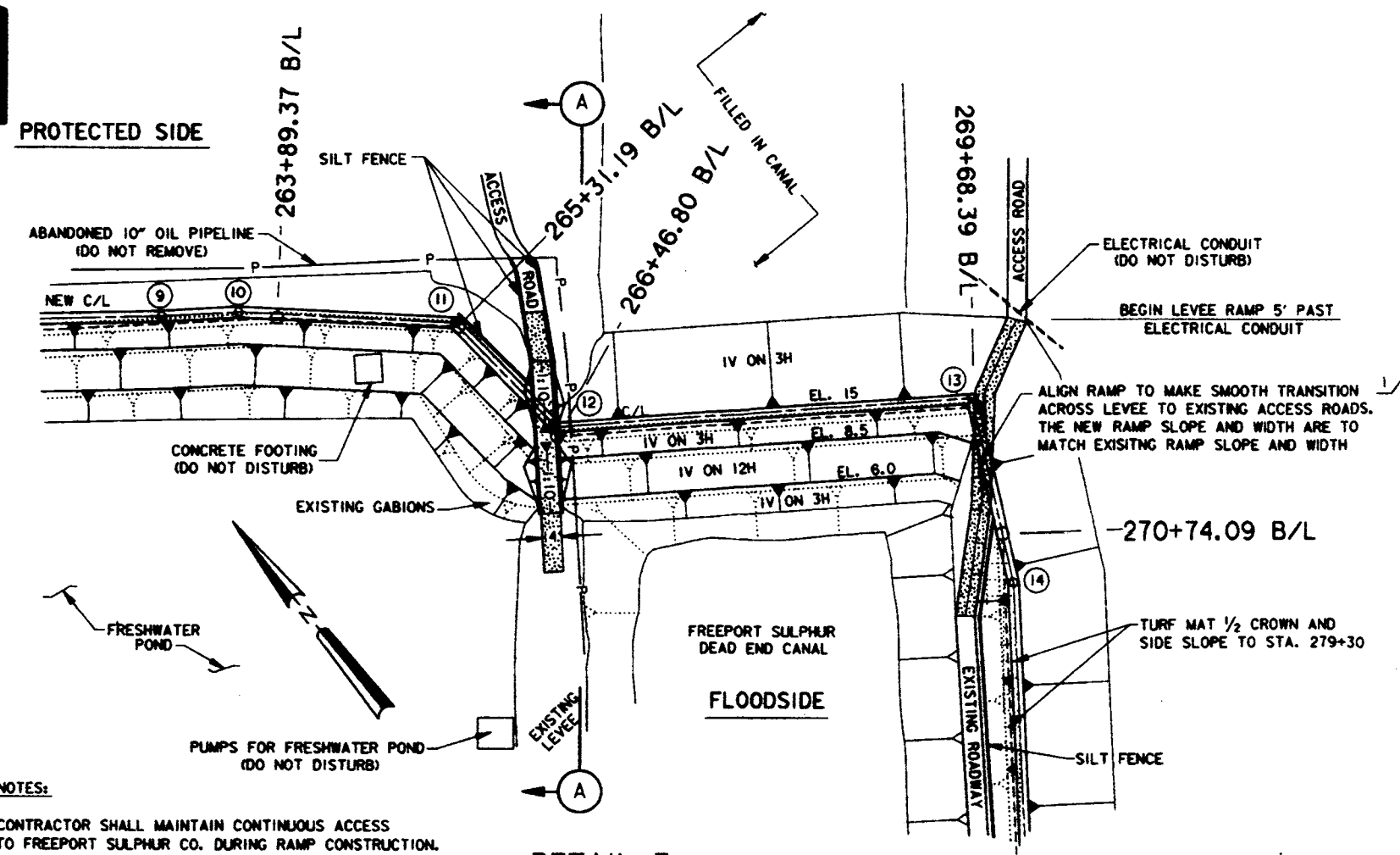
DESIGN FILE NAME: 4512R.DOR.DON
SUBMITTED BY: L. J. DUMPLISS
DATE: FEB 99

PROJECT NO.: 4512R.DOR.DON
SOLICITATION NO.: DACW29-99-B-0066

NEW ORLEANS TO VOZDE, LA
REACH A VICTORY PORT SULPHUR
HURRICANE PROTECTION LEVEE
R/L STA. 238+00 TO 246+00
ENLARGEMENT & FREEPORT CANAL CLOSURE AND LIFT
MISCELLANEOUS DETAILS
FLORIANNE, PARIS, LA.

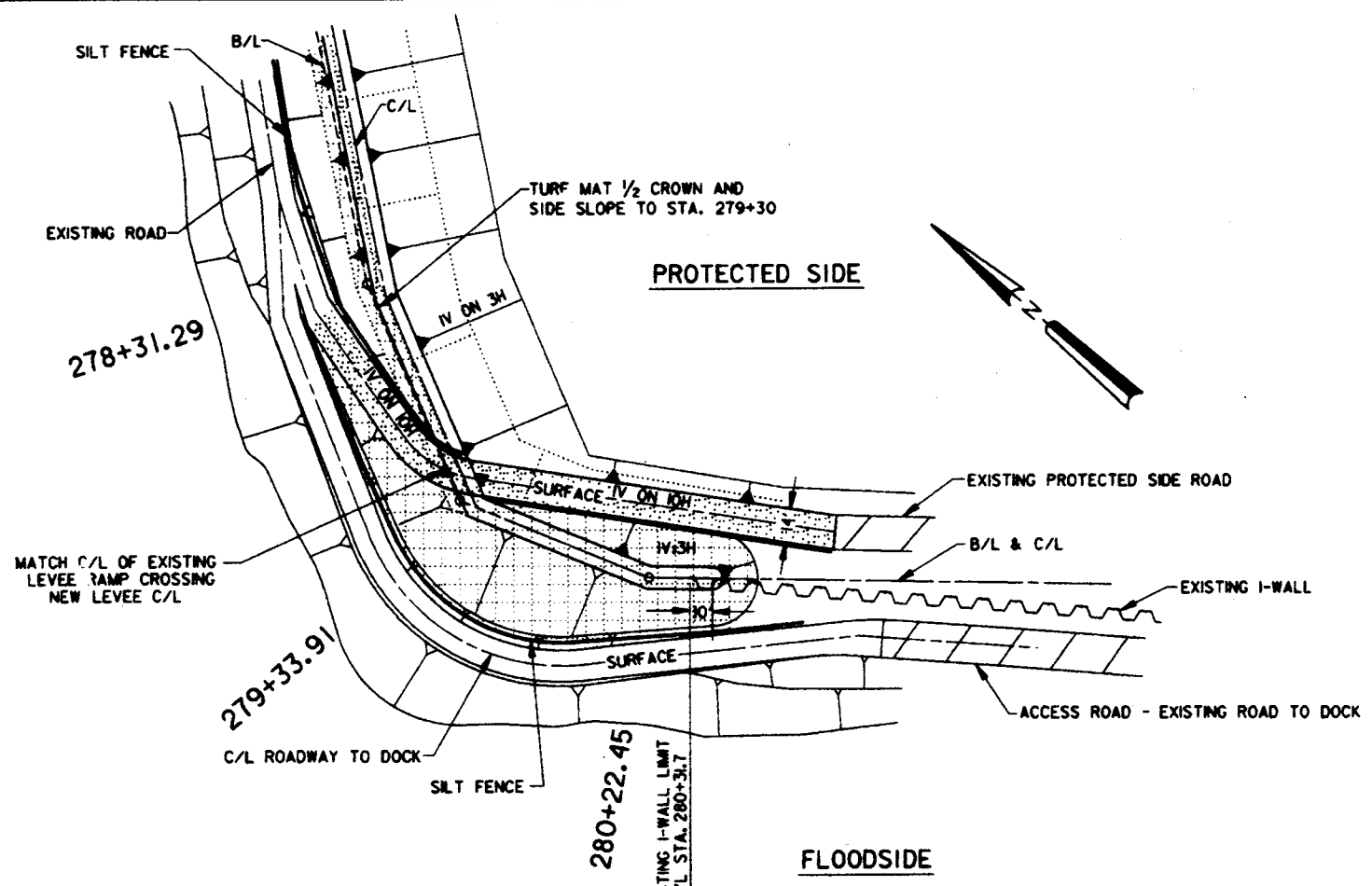
FILE NUMBER
H-8-45128
DWG. 6 OF 20

Safety is a Part of Your Contract



- NOTES:**
- CONTRACTOR SHALL MAINTAIN CONTINUOUS ACCESS TO FREEPORT SULPHUR CO. DURING RAMP CONSTRUCTION.
 - NEW LEVEE CENTERLINE SHALL BE SHIFTED IN THE IMMEDIATE AREA OF THE PIPELINE BRIDGE SO AS TO PASS BENEATH THE CENTER OF THE BRIDGE SUPPORTS. A 20' TRANSITION MEASURED ALONG THE NEW LEVEE CENTERLINE SHALL BE APPLIED ON EACH SIDE OF THE PIPELINE BRIDGE RESUMING THE NEW LEVEE CENTERLINE OFFSET ALIGNMENT GIVEN IN THE "TABULATION OF CENTERLINE OFFSETS" TABLE ON DRAWING 2.
 - AT STA. 266+40 EXTEND SURFACING 20' BEYOND TERMINATION OF RAMP (EACH SIDE).

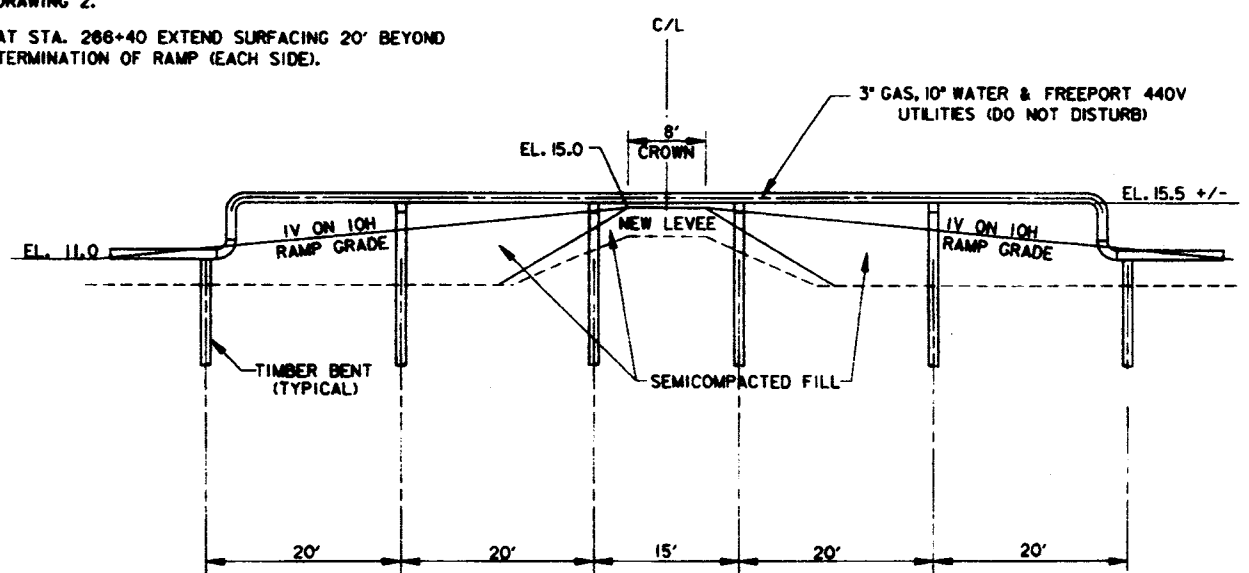
DETAIL 3
N.T.S.



NOTE: CONTRACTOR SHALL MAINTAIN CONTINUOUS ACCESS TO FREEPORT SULPHUR CO. DURING RAMP CONSTRUCTION.

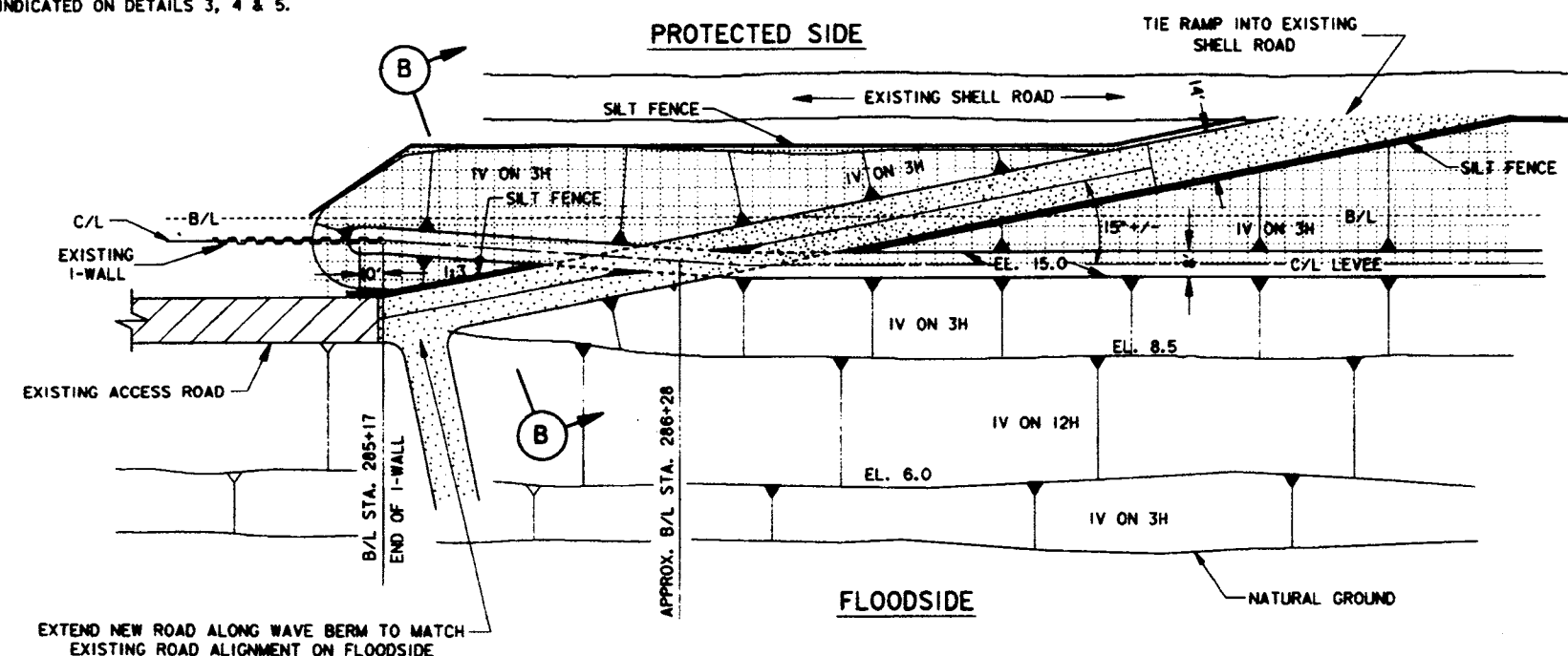
DETAIL 4
N.T.S.

= MAT PLACEMENT AREAS*
*PLACE EROSION CONTROL TURF REINFORCEMENT MAT ON SIDE SLOPES AND CROWN OF LEVEE IN AREAS SO INDICATED ON DETAILS 3, 4 & 5.



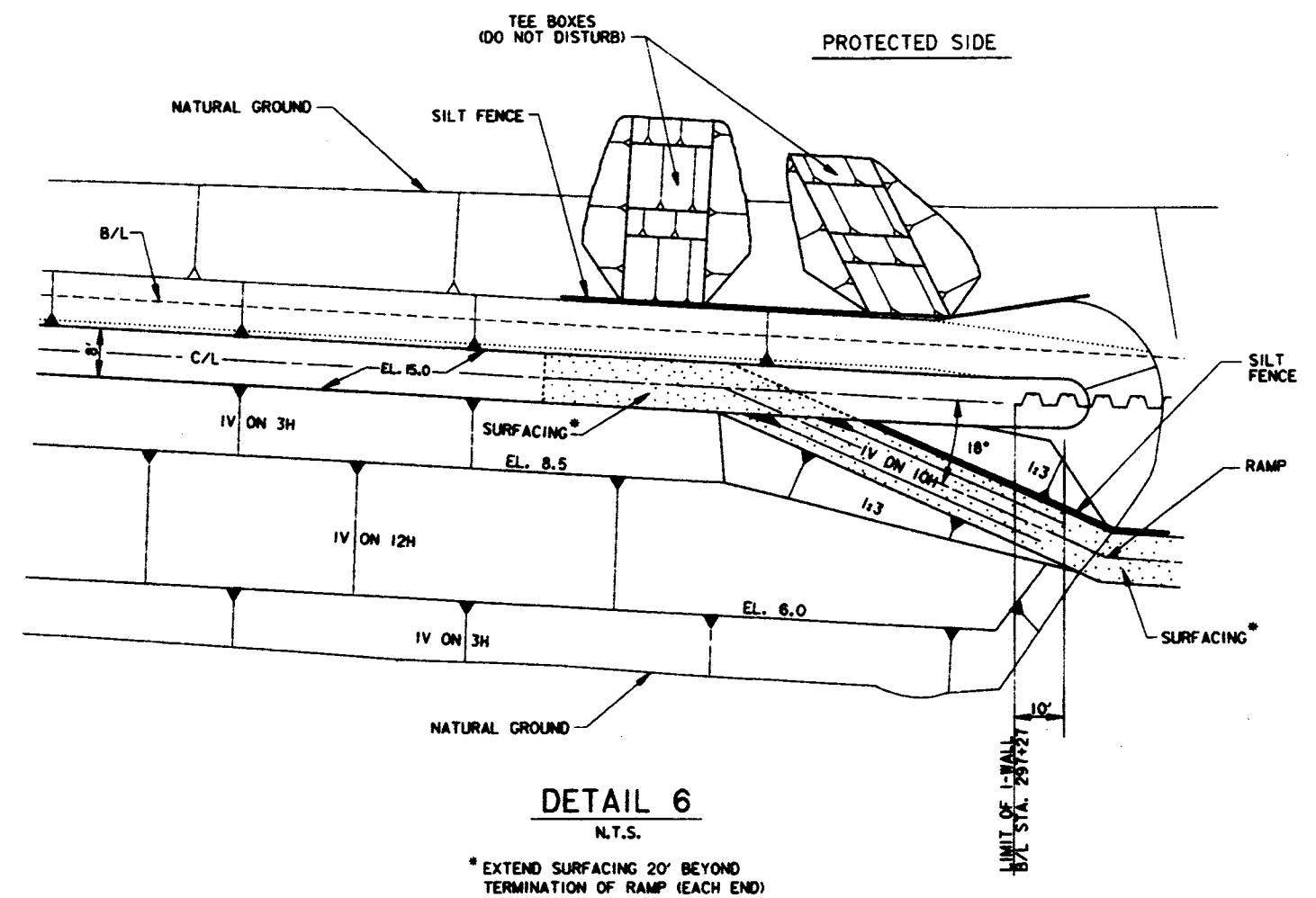
NOTE: THE CONTRACTOR SHALL PLACE FILL MATERIAL UNDER THE PIPELINE BRIDGE SO AS NOT TO DISTURB THE BRIDGE OR ALLOW VOIDS. POWER HAND TAMPING IS REQUIRED AS WELL AS HAND PLACING IN THIS AREA. FREEPORT SULPHUR PLANT MANAGER MUST BE CONTACTED 7 DAYS PRIOR TO WORKING IN THIS AREA.

RAISED PIPE BRIDGE SECTION (A)
N.T.S.



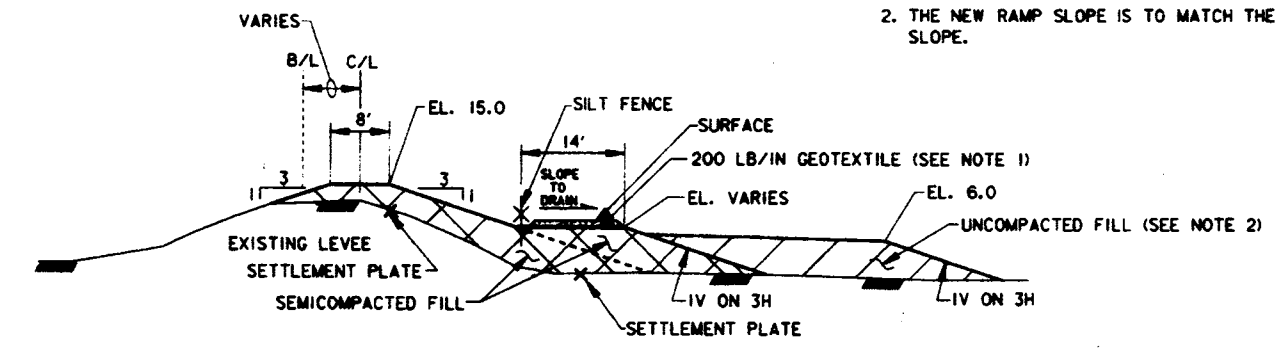
- NOTES:**
- CONTRACTOR SHALL MAINTAIN CONTINUOUS ACCESS TO FREEPORT SULPHUR CO. DURING RAMP CONSTRUCTION.
 - THE NEW RAMP SLOPE IS TO MATCH THE EXISTING RAMP SLOPE.

DETAIL 5
N.T.S.



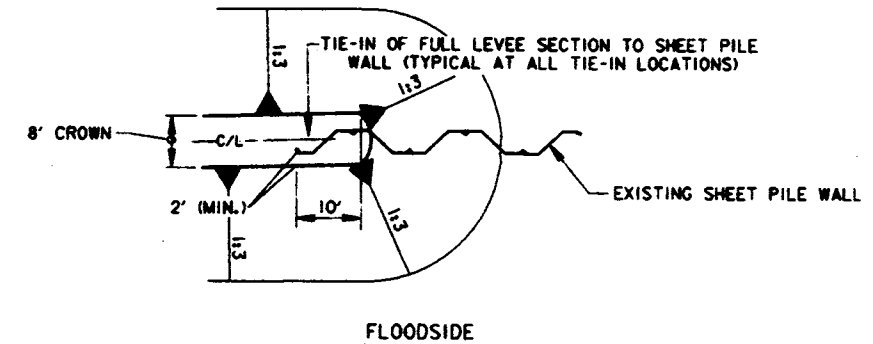
*EXTEND SURFACING 20' BEYOND TERMINATION OF RAMP (EACH END)

DETAIL 6
N.T.S.



- NOTES:**
- A 200 LB/IN GEOTEXTILE SHALL BE USED FOR ALL UNPAVED LEVEE RAMPS AND NEW ACCESS ROADS LOCATED ON THE WAVE BERM AS REQUIRED BY THIS CONTRACT.
 - THE FLOODSIDE BERM THAT EXTENDS BEYOND THE SEMICOMPACTED RAMP SECTION SHALL BE CONSTRUCTED OF UNCOMPACTED FILL.

SECTION (B)
N.T.S.



LEVEE/SHEET PILE TRANSITION
(AT ALL LOCATIONS)
N.T.S.

US Army Corps of Engineers
New Orleans District

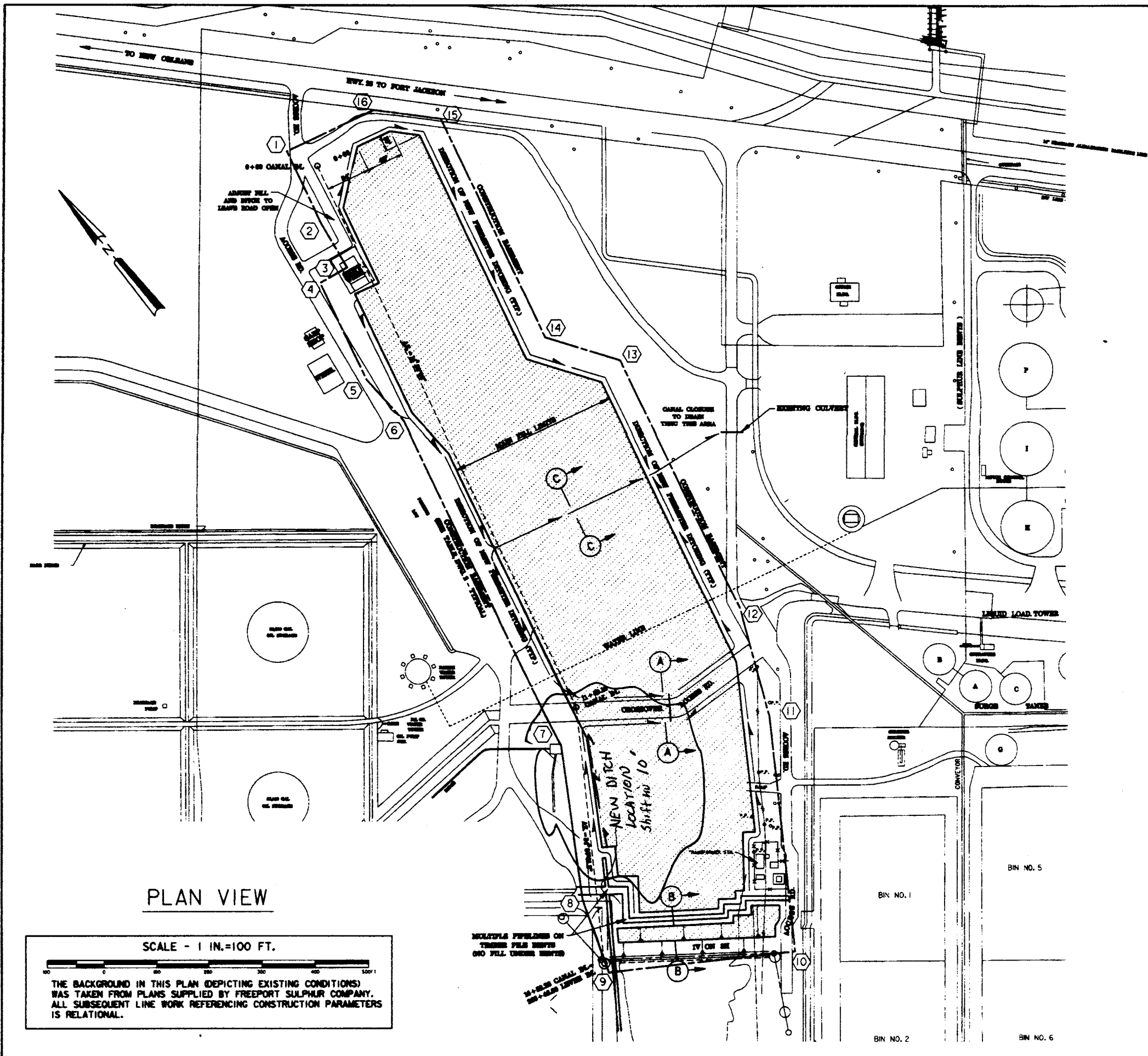
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA

DESIGNED BY: R.L.Y. / DATE: 4/14/99
PLOT SCALE: 1"=40' / DATE: FEB 99
PLOT NO. 45182/0004
SUBMITTED BY: [Name] / DATE: [Date]
SOLICITATION NO. D10W29-99-B-0066

REACH A - VICINITY PORT SULPHUR
APPROXIMATE LOCATION OF NEW LEVEE
ENLARGEMENT & FREEPORT CANAL CLOSURE AND LIFT
MISCELLANEOUS DETAILS
PLACEMENT MARK, L.L.

FILE NUMBER
H-8-45128
DWG. 7 OF 20

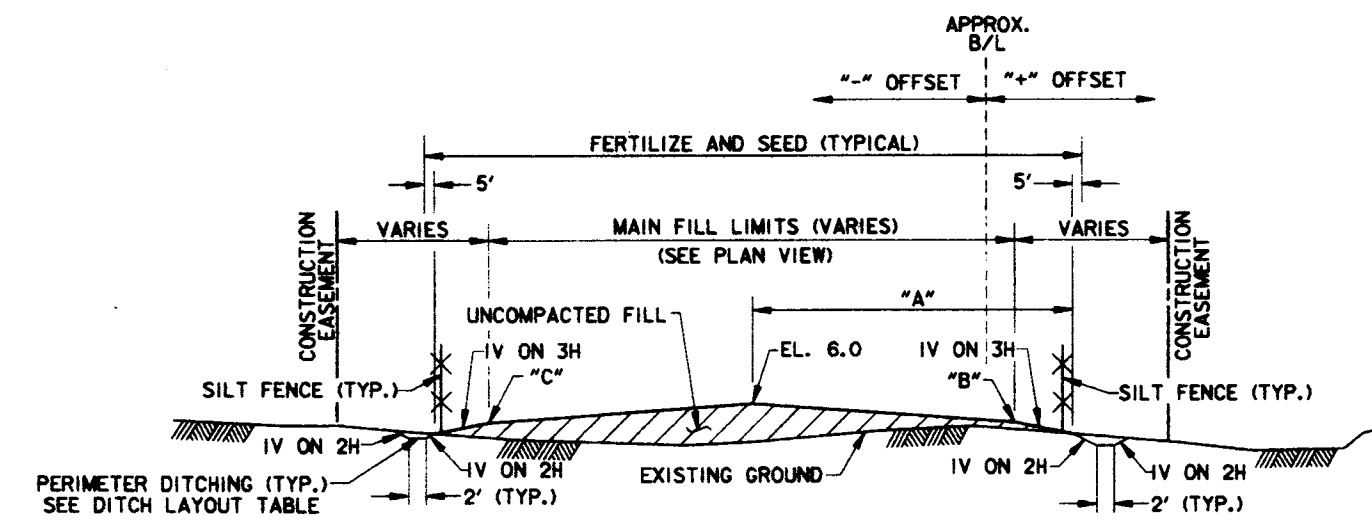
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PLAN VIEW

SCALE - 1 IN.=100 FT.

THE BACKGROUND IN THIS PLAN (DEPICTING EXISTING CONDITIONS) WAS TAKEN FROM PLANS SUPPLIED BY FREEPORT SULPHUR COMPANY. ALL SUBSEQUENT LINE WORK REFERENCING CONSTRUCTION PARAMETERS IS RELATIONAL.

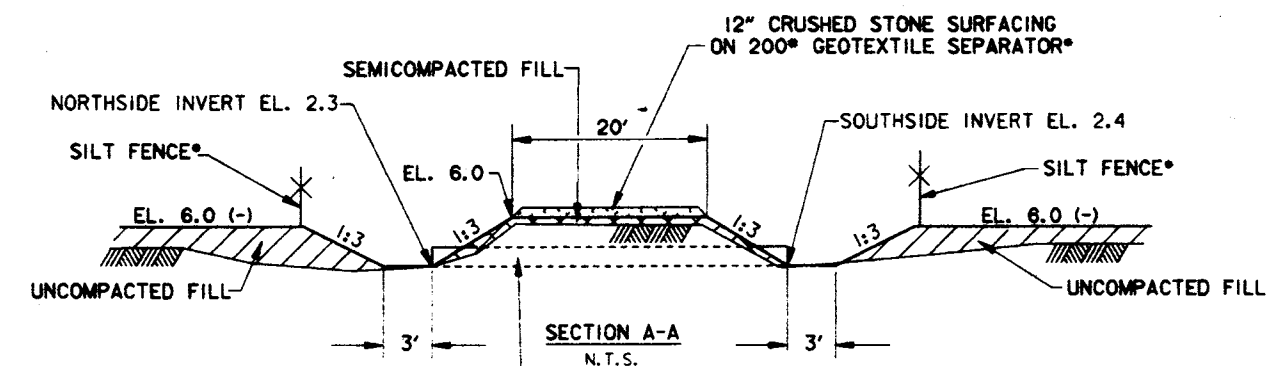


TYPICAL SECTION - SEE TABLE BELOW FOR SPECIFIC TEMPLATE AT ANY LOCATION

NOTE: SEE CANAL SECTIONS ON DWG.'S 18, 19 & 20.
FOR TABULATION OF CANAL CLOSURE CONSTRUCTION EASEMENT, SEE DWG. 2.

TABLE OF FILL TEMPLATE OFFSETS AND ELEVATIONS. Table with columns: CANAL B/L STA., 'C' OFFSET/ELEV., 'A' OFFSET/ELEV., 'B' OFFSET/ELEV.

1/ TRUNCATE FILL TO ACCOMMODATE DITCH 10' FROM CHAIN LINK FENCE.
2/ TRUNCATE FILL TO ACCOMMODATE DITCH AT TOE OF EXISTING LEVEE OR 10' FROM EXISTING PILE BENTS.



NEW 24" CULVERT AT LOCATION OF EXISTING CULVERT. EXISTING CULVERT TO BECOME THE PROPERTY OF FREEPORT SULPHUR.

*REQUIRED FOR ENTIRE LENGTH OF ROADWAY CONSTRUCTED WITHIN THE LIMITS OF THE CANAL FILL SECTION

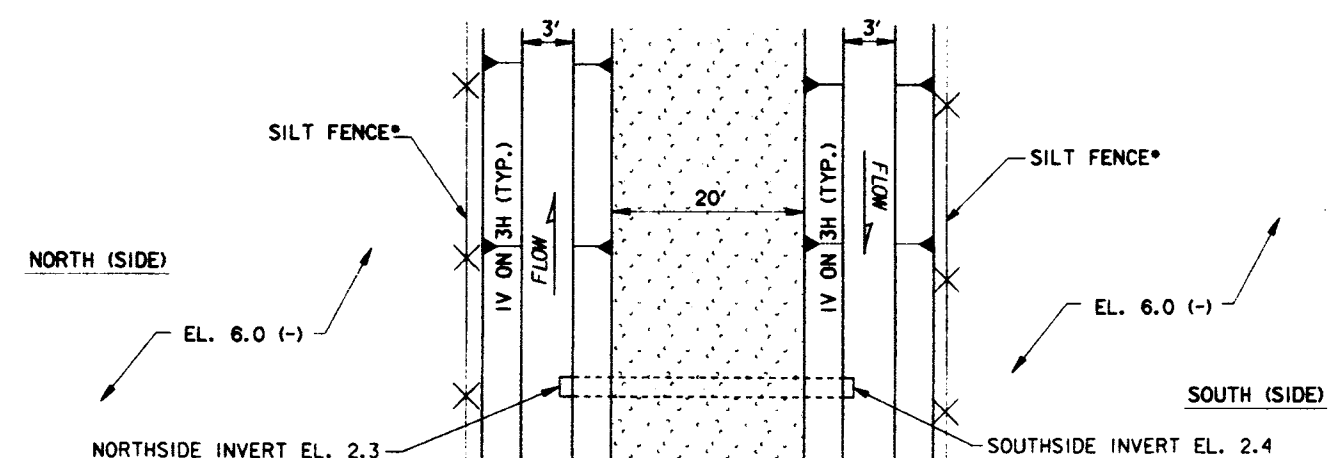
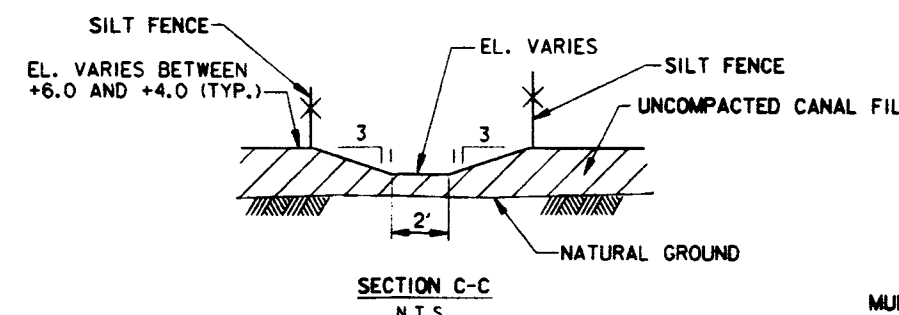
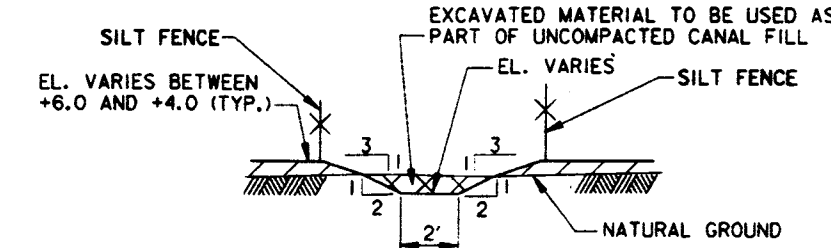


TABLE OF DITCH C/L OFFSETS AND ELEVATIONS. Table with columns: CANAL B/L STATION, DITCH C/L OFFSET/ELEV., DITCH C/L OFFSET/ELEV.

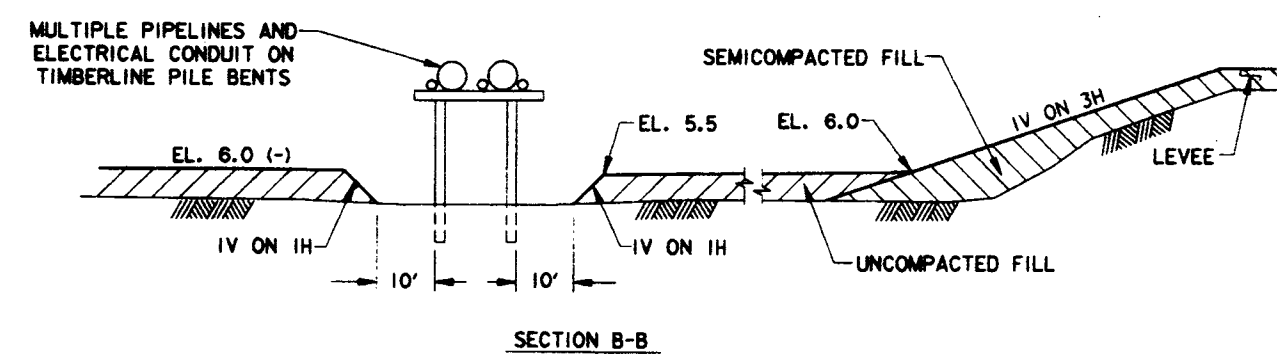
NOTE: THE DITCH LAYOUT TABLE HAS BEEN ADJUSTED TO ENCOMPASS THE DITCH DESIGN SECTION WHILE PROVIDING A 'STRAIGHT DITCH' ALIGNMENT.



SECTION C-C N.T.S. (SCENARIO WHEN DITCH IS ABOVE NATURAL GROUND)



SECTION C-C N.T.S. (SCENARIO WHEN DITCH IS BELOW NATURAL GROUND)



NOTE: THE CONTRACTOR SHALL PLACE FILL MATERIAL NO CLOSER THAN 10' TO THE PILE BENTS SO AS NOT TO DISTURB THE BENTS. A MINIMUM SAFE DISTANCE OF 10' FROM THE PILE BENTS AND OVERHEAD PIPING SHALL BE MAINTAINED AT ALL TIMES DURING THE FILL OPERATION. NO SILT FENCE REQUIRED FOR THIS AREA.

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA

REACH A - VICINITY PORT SULPHUR
HURRICANE PROTECTION LEVEE
B/L STA. 23+00.40 TO 29+00 FINAL LEVEE
ENLARGEMENT AND CANAL CLOSURE AND LIFT
FREEPORT CANAL LIFT

FILE NUMBER
H-8-45128
DWG. 8 OF 20

**Safety is a Part
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UNIFIED SOIL CLASSIFICATION

MAJOR DIVISION	TYPE	LETTER SYM SYMBOL	TYPICAL NAMES
COARSE - GRAINED SOILS <small>More than half of material is larger than No. 200 sieve size.</small>	GRAVELS <small>More than half of material is larger than No. 4 sieve size.</small>	CLEAN GRAVEL, little or no fines GW	GRAVEL, Well Graded, gravel-sand mixtures, little or no fines
		GRAVEL, Poorly Graded, gravel-sand mixtures, little or no fines GP	GRAVEL, Poorly Graded, gravel-sand mixtures, little or no fines
		GRAVEL WITH FINES GM	SILTY GRAVEL, gravel-sand-silt mixtures
	SANDS <small>More than half of material is larger than No. 4 sieve size.</small>	CLEAN SAND, little or no fines SW	CLAYEY GRAVEL, gravel-sand-clay mixtures
		SAND, Well-Graded, gravelly sands SP	SAND, Well-Graded, gravelly sands
		SAND, Poorly-Graded, gravelly sands SM	SAND, Poorly-Graded, gravelly sands
	SANDS WITH FINES <small>More than half of material is larger than No. 4 sieve size.</small>	SILT, fine sand, silty or clayey fine sand or clayey silt with slight plasticity ML	CLAYEY SAND, sand-clay mixtures SC
		LEAN CLAY, Sandy Clay, Silty Clay, of low to medium plasticity CL	
		ORGANIC SILTS, and organic silty clays of low plasticity OL	
FINE - GRAINED SOILS <small>More than half of the material is smaller than No. 200 sieve size.</small>	SILT, fine sandy or silty soil with high plasticity MH		
	FAT CLAY, inorganic clay of high plasticity CH		
	ORGANIC CLAYS of medium to high plasticity, organic silts OH		
HIGHLY ORGANIC SOILS		Pt	PEAT, and other highly organic soil
WOOD		Wd	WOOD
SHELLS		SI	SHELLS
NO SAMPLE		NS	No Sample Retrieved

NOTE: Soils possessing characteristics of two groups are designated by combinations of group symbols.

DESCRIPTIVE SYMBOLS

COLOR		CONSISTENCY FOR COHESIVE SOILS			MODIFICATIONS	
COLOR	SYMBOL	CONSISTENCY	COHESION IN LBS./SQ.FT. FROM UNCONFINED COMPRESSION TEST	SYMBOL	MODIFICATION	SYMBOL
TAN	T	VERY SOFT	< 250	vSo	Traces	Tr
YELLOW	Y	SOFT	250-500	So	Fine	F
RED	R	MEDIUM	500-1000	M	Medium	M
BLACK	BK	STIFF	1000-2000	St	Coarse	C
GRAY	Gr	VERY STIFF	2000-4000	vSt	Concretions	cc
LIGHT GRAY	lGr	HARD	> 4000	H	Rootlets	rt
DARK GRAY	dGr				Lignite fragments	lg
BROWN	Br				Shale fragments	sh
LIGHT BROWN	lBr				Sandstone fragments	sds
DARK BROWN	dBr				Shell fragments	sif
BROWNISH-GRAY	brGr				Organic matter	O
GRAYISH-BROWN	gyBr				Clay strata or lenses	CS
GREENISH-GRAY	gnGr				Silt strata or lenses	SIS
GRAYISH-GREEN	gyGn				Sand strata or lenses	SS
GREEN	Gn				Sandy	S
BLUE	Bl				Gravelly	G
BLUE-GREEN	BlGn				Boulders	B
WHITE	Wh				Slickensides	SL
MOTTLED	Mat				Wood	Wd
					Oxidized	Ox

PLASTICITY CHART
For classification of fine-grained soils in accordance with ASTM D 2487

NOTES:

FIGURES TO LEFT OF BORING UNDER COLUMN "W OR D₁₀"
 Are natural water contents in percent dry weight
 When underlined denotes D₁₀ size in mm*

FIGURES TO LEFT OF BORING UNDER COLUMNS "LL" AND "PL"
 Are liquid and plastic limits, respectively

SYMBOLS TO LEFT OF BORING

- ∇ Ground-water surface and date observed
- Ⓞ Denotes location of consolidation test**
- Ⓢ Denotes location of consolidated-drained direct shear test**
- Ⓡ Denotes location of consolidated-undrained triaxial compression test**
- Ⓣ Denotes location of unconsolidated-undrained triaxial compression test**
- Ⓧ Denotes location of sample subjected to consolidation test and each of the above three types of shear test**
- FW Denotes free water encountered in boring or sample

FIGURES TO RIGHT OF BORING

Are values of cohesion in lbs./sq.ft. from unconfined compression tests
 In parenthesis are driving resistances in blows per foot determined with a standard split spoon sampler (1 3/8" I.D., 2" O.D.) and a 140 lb. driving hammer with a 30" drop

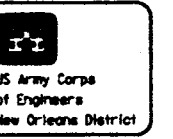
Where underlined with a solid line denotes laboratory permeability in centimeters per second of undisturbed sample
 Where underlined with a dashed line denotes laboratory permeability in centimeters per second of sample remoulded to the estimated natural void ratio

*The D₁₀ size of a soil is the grain diameter in millimeters of which 10% of the soil is finer, and 90% coarser than D₁₀.

**Results of these tests are available for inspection in the U.S. Army Engineer District Office, if these symbols appear beside the boring logs on the drawings.

TYPICAL NOTES:

1. While the borings are representative of subsurface conditions at their respective locations and for their respective vertical reaches, local variations characteristic of the subsurface materials of the region are anticipated and, if encountered, such variations will not be considered as differing materially within the purview of the contract clause entitled "Differing Site Conditions".
2. Ground-water elevations shown on the boring logs represent ground-water surfaces encountered in such borings on the dates shown. Absence of water surface data on certain borings indicates that no ground-water data are available from the boring but does not necessarily mean that ground-water will not be encountered at the locations or within the vertical reaches of such borings.
3. Consistency of cohesive soils shown on the boring logs is based on driller's log and visual examination and is approximate, except within those vertical reaches of the borings where shear strengths from unconfined compression tests are shown.
4. Unless otherwise noted:
 - a. Undisturbed borings, indicated by the letter "U", are taken with a 5" I.D. Piston Type Sampler.
 - b. General type borings are taken with a 1 1/8" I.D. Tube Sampler and/or a 1 3/8" I.D. Split Spoon Sampler.



DATE	APPR	DESCRIPTION

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
 CORPS OF ENGINEERS
 NEW ORLEANS, LOUISIANA
 DESIGNED BY: R.L.Y.
 DATE: 4/14/59
 DRAWN BY: S.C.B.
 DATE: FEB 99
 SOLICITATION NO. DACW29-99-B-0065
 DESIGN FILE NAME:
 SUBMITTED BY:
 DESIGN ENGINEER:
 PROJECT NO. 10

NEW ORLEANS TO BORING, LA.
 REACH A. VICINITY PORT SUEZ
 B/L STA. 238+00.40 TO 238+00 FINAL LEVEE
 ENLARGEMENT & FREIGHT CANAL CLOSURE 2ND LIFT
SOIL BORING LEGEND
 PLANNING PARK, LA.

FILE NUMBER
 H-8-45128
 Dwg. 10 OF 20

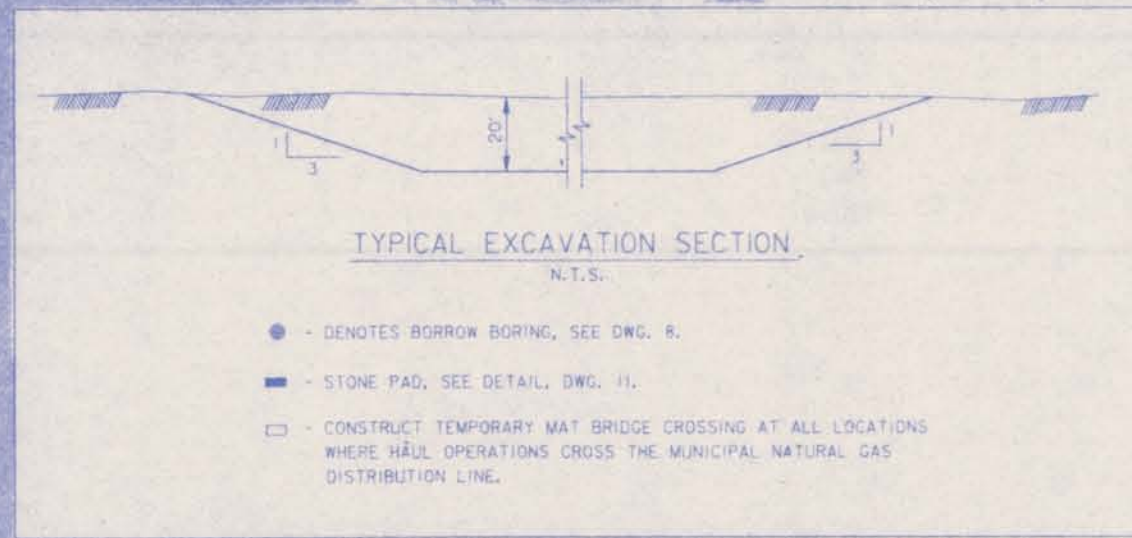


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BENCHMARK	DESCRIPTION
V. 195 1964 RESET 1970	ABOUT 4.9 MILES SOUTHEAST ALONG STATE HIGHWAY 23 FROM THE HIGH SCHOOL AT BURAS, AT THE WEST MAIN ENTRANCE TO FORT JACKSON, 67 FEET NORTHWEST OF THE CENTER LINE OF THE HIGHWAY, 25 FEET NORTHEAST OF THE CENTER LINE OF THE ENTRANCE DRIVE TO FORT, AT THE NORTHEAST END OF A BRICK ORNAMENTAL STRUCTURE WHICH SUPPORTS AN IRON ARCH OVER THE ENTRANCE DRIVE TO FORT JACKSON, 15 FEET SOUTHWEST OF THE EAST CORNER OF CONCRETE FOUNDATION FOR BRICK STRUCTURE, 15.3 FEET NORTHWEST OF AN IRON POLE WHICH SUPPORTS JUDGE L PEREZ DRIVE SIGN, 67 FEET SOUTHWEST OF THE PROJECTED LINE OF A 24-INCH PIPE CULVERT UNDER THE HIGHWAY, 138 FEET SOUTHEAST OF THE CENTER LINE OF ROAD ALONG TOP OF LEVEE, 15 FEET SOUTHWEST OF A METAL WITNESS POST, AND IS A DISK ON COPPER COATED STEEL ROD FLUSH WITH THE GROUND AND PROTECTED BY A 4-INCH ORANGEBURG PIPE FLUSH WITH THE GROUND, THE ROD WAS DRIVEN TO A DEPTH OF 40 FEET. THIS BENCHMARK SHALL ONLY BE USED TO CONTROL THE BORROW AREA.
ELEV. 2.520	

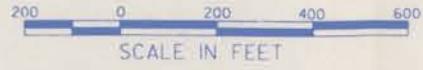
LAMBERT COORDINATES (X,Y)	
202	2596559.704, 25726.040
203	2595832.796, 25247.637
204	2596320.293, 253028.205
205	2598680.566, 254607.423
206	259937.706, 254788.449
207	260084.363, 254688.509

NOTE: BASELINE AZIMUTHS ARE GEODETIC



LAMBERT COORDINATES (X,Y)	
201	2596559.704, 25726.040
202	2595832.796, 25247.637

LAMBERT COORDINATES (X,Y)	
513	2600458.668, 254430.363
514	260167.555, 254440.748
515	2600853.483, 254410.353
38	2600458.668, 254430.363
39	2600448.167, 254434.402
40	2600840.223, 253925.254
41	2600242.180, 253840.749
42	2600434.641, 253872.024



DATE	APPROVED

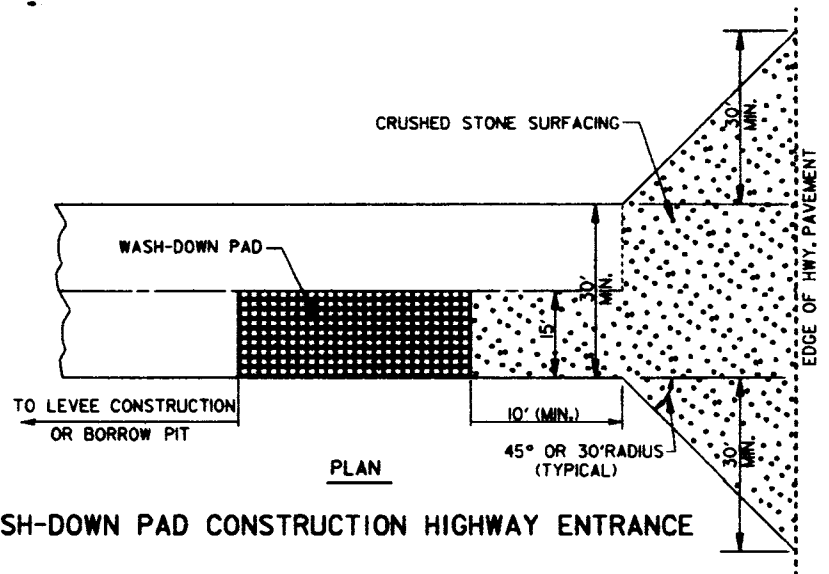
DESIGNED BY: RELIX, L.C.B.	DESIGN FILE NAME: 45108LILSON	PROJECT: DESIGN OF BRIDGE
CHECKED BY: L.C.B.	DATE: 4/14/99	SCALE: 200
DRAWN BY: S.C.B.	DATE: FEB 99	PROJ. NO: 200
ISSUED BY: J.E.H.	DATE: FEB 99	SCALE: 200
APPROVED BY: J.E.H.	DATE: FEB 99	SCALE: 200
PROJECT NO:	1999-001	PROJECT TITLE: 45108LILSON
REVISION NO.:		PROJECT LOCATION: NEW ORLEANS, LOUISIANA
		PROJECT ENGINEER: J.E.H.
		PROJECT NUMBER: DACW29-99-B-0066

NEW ORLEANS TO BRIDGE 45108LILSON
REACH HURRICANE PROTECTION LEVEE
B/L STA. 238+00.40 TO 298+00 FINAL LEVEE
ENLARGEMENT & FREEPORT CANAL CLOSURE 2ND LIFT
FORT JACKSON BORROW PIT
PLANNING & DESIGN, L.A.

FILE NUMBER	H-8-45128
DWG. 11 OF 20	



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NOTES:

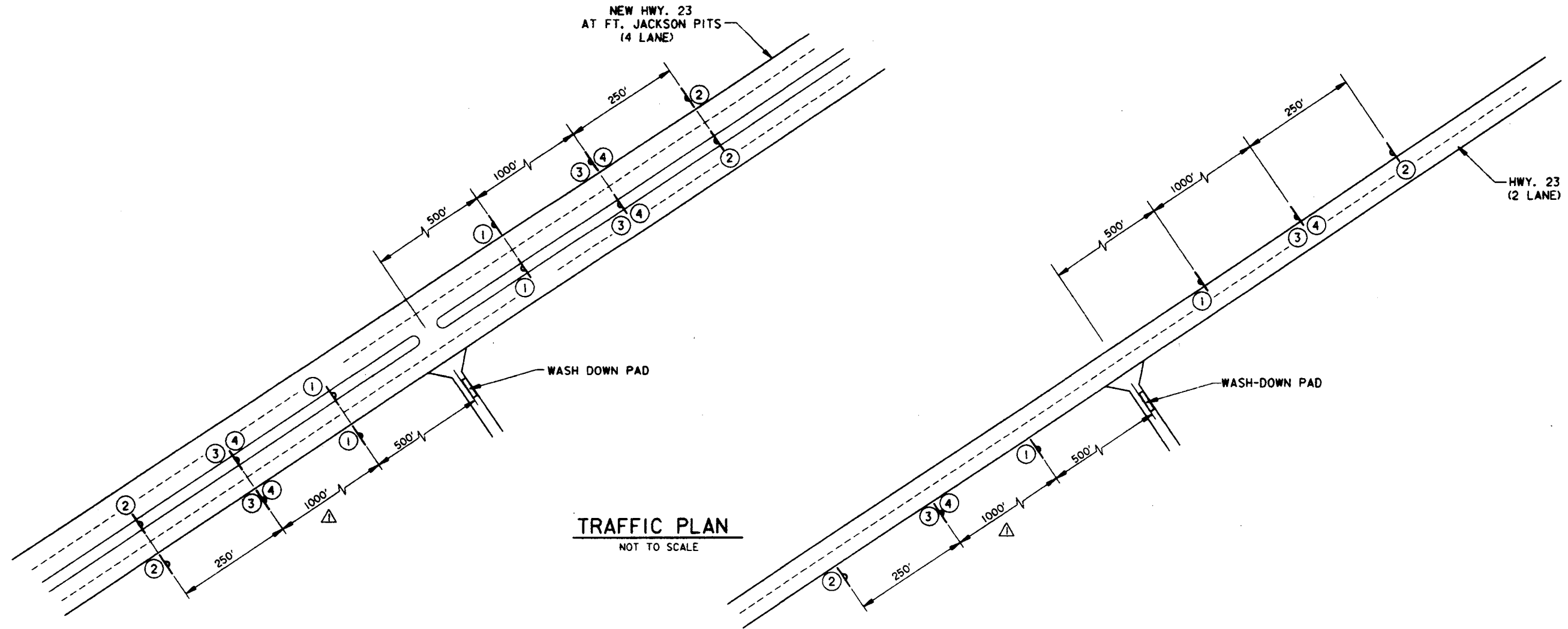
1. A WASH-DOWN PAD IS TO BE LOCATED AT POINTS OF VEHICULAR EGRESS ONTO HWY. 23 TO REDUCE THE AMOUNT OF MUD TRANSPORTED ONTO THE HIGHWAY. AN OPERATIONAL MECHANICAL SWEEPER SHALL BE ON STANDBY AT THE HIGHWAY ENTRANCE SITE DURING ALL HAUL OPERATION TIMES TO ASSIST IN KEEPING THE HIGHWAYS CLEAN. WHEN THE MECHANICAL SWEEPER FAILS TO REMOVE CLUMPS OF MATERIAL, THE CLUMPS SHALL BE PHYSICALLY REMOVED WITH HAND TOOLS.
2. THE CONTRACTOR WILL BE REQUIRED TO KEEP THE WASH-DOWN PAD AREA FREE OF MUD.
3. A 6" (6 INCH) MINIMUM CRUSHED STONE SURFACING SHALL BE MAINTAINED ON THE HAUL ROAD LANE BETWEEN THE WASH-DOWN PAD LANE AND THE HWY. AND THE FULL WIDTH OF THE HAUL ROAD (30' MINIMUM) AND 30' RADIUS AREAS WITHIN 30' OF THE EDGE OF THE HIGHWAY.

SETTLEMENT GAGE

SHOULD THE CONTRACTOR ELECT TO PLACE SETTLEMENT GAGES FOR MEASUREMENT OF FOUNDATION SETTLEMENT, INSTALLATION OF GAGES SHALL BE IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS AND THE FOLLOWING THE GAGES SHALL BE LOCATED AS SHOWN ON THE APPLICABLE DESIGN SECTION AND THE LONGITUDINAL DISTANCE BETWEEN GAGES SHALL NOT EXCEED 300 FEET. THE DISTANCE BETWEEN THE LIMITS OF WORK AND THE GAGES NEAREST THE LIMITS OF WORK SHALL NOT EXCEED 150 FEET. IF GAGES ARE SPACED FURTHER APART THAN 300 FT., OR FURTHER THAN 150 FT. FROM THE LIMITS OF WORK, MEASUREMENT AND PAYMENT FOR SETTLEMENT WILL BE LIMITED TO 150 FEET EACH SIDE OF EACH GAGE.

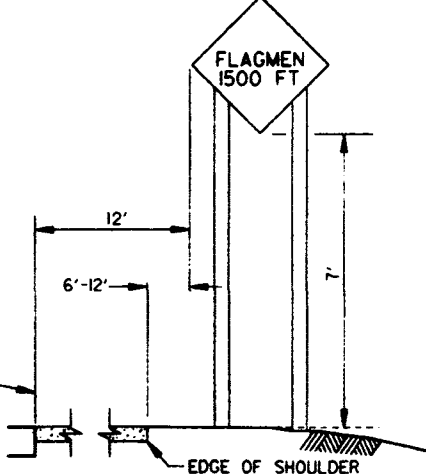
THE SETTLEMENT MEASUREMENT RANGE FOR EACH SETTLEMENT GAGE SHALL BE FOR A DISTANCE OF 150 FEET IN EACH DIRECTION FROM EACH SETTLEMENT GAGE, OR TO THE LIMIT OF WORK, AS APPLICABLE, MEASURED ALONG THE CENTERLINE OF THE LEVEE, EXCEPT WHERE SETTLEMENT GAGES ARE PLACED AT LESS THAN 300 FEET INTERVALS, IN WHICH CASE, THE SETTLEMENT MEASUREMENT RANGE SHALL BE TO A POINT 1/2 THE DISTANCE BETWEEN SETTLEMENT GAGES.

SETTLEMENT GAGE PLATE
1/8" (Ø) GAGE
PLATE
2' x 2' MINIMUM



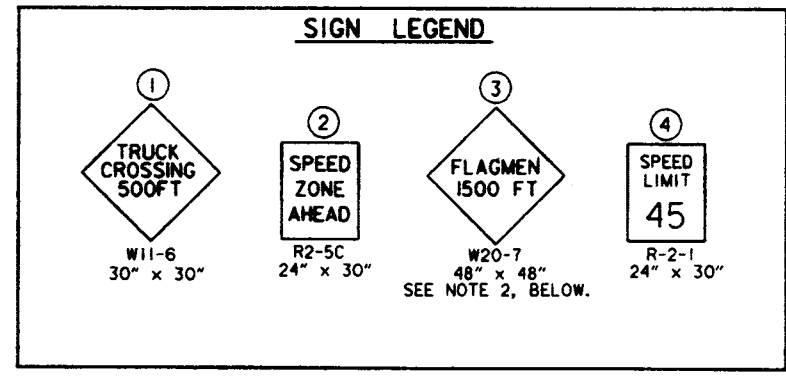
GENERAL NOTES:

1. ALL SIGNS ARE REFERENCED TO THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION'S MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. FLAGMAN SHALL DIRECT TRAFFIC AT ALL TIMES DURING HAUL OPERATIONS. FLAGMAN SIGNS SHALL BE POSTED WITH THE SPEED LIMIT SIGNS. THE FLAGMEN SIGNS SHALL BE COVERED OR REMOVED WHEN FLAGMEN ARE NOT DIRECTING TRAFFIC.
3. ALL WASH-DOWN PADS, CULVERTS AND SILT FENCING THAT MAY HAVE BEEN PLACED IN THE AREA SHALL BE REMOVED UPON COMPLETION OF HAUL OPERATIONS. THE AREA IS TO BE DRESSED SO AS NOT TO POND WATER AND ALL DISTURBED UNSURFACED AREAS SHALL BE SEEDED AND FERTILIZED.



NOTES:

1. SIGNS SHOWN FOR ONE DIRECTION OF TRAVEL ONLY.
2. FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED TO CALL ATTENTION TO THE EARLY WARNING SIGNS.



NO.	DATE	BY	DESCRIPTION

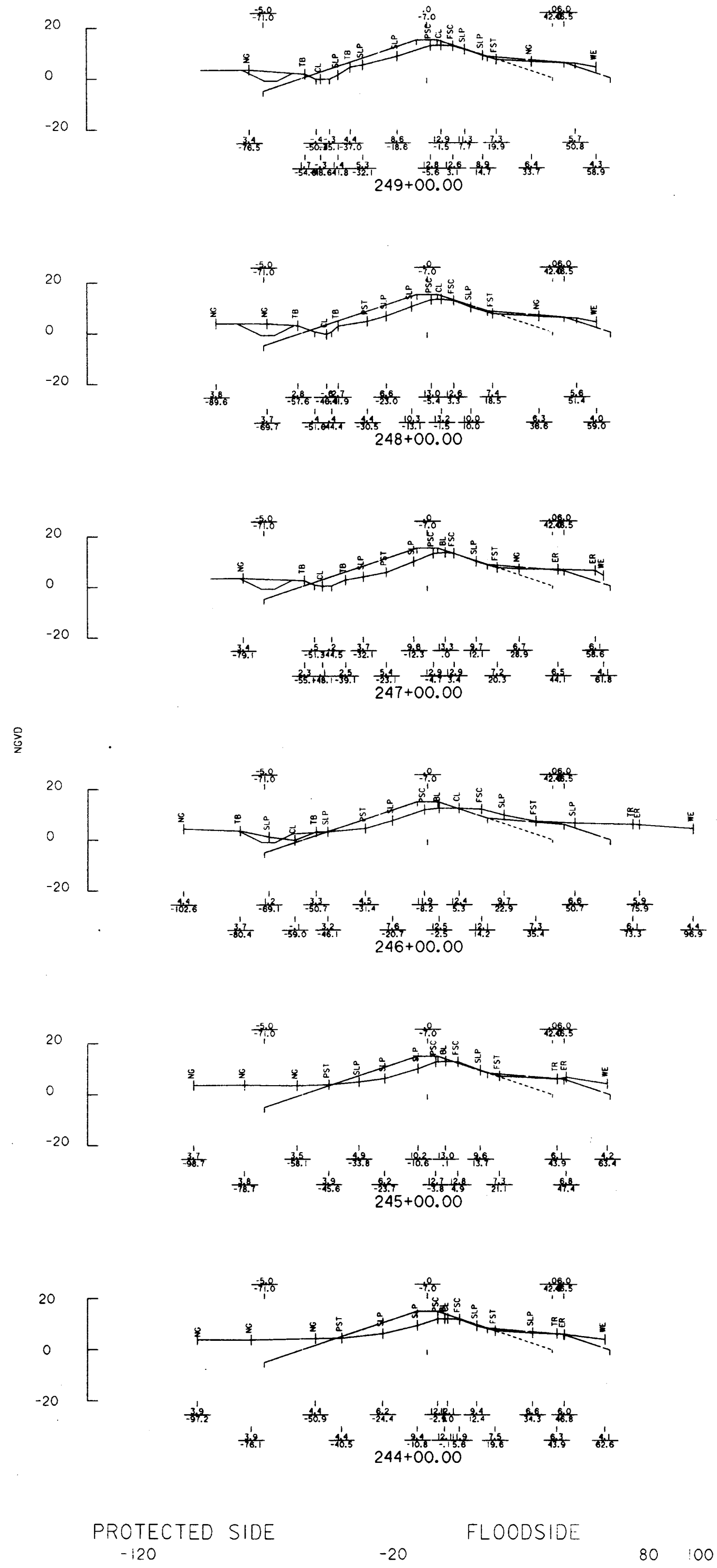
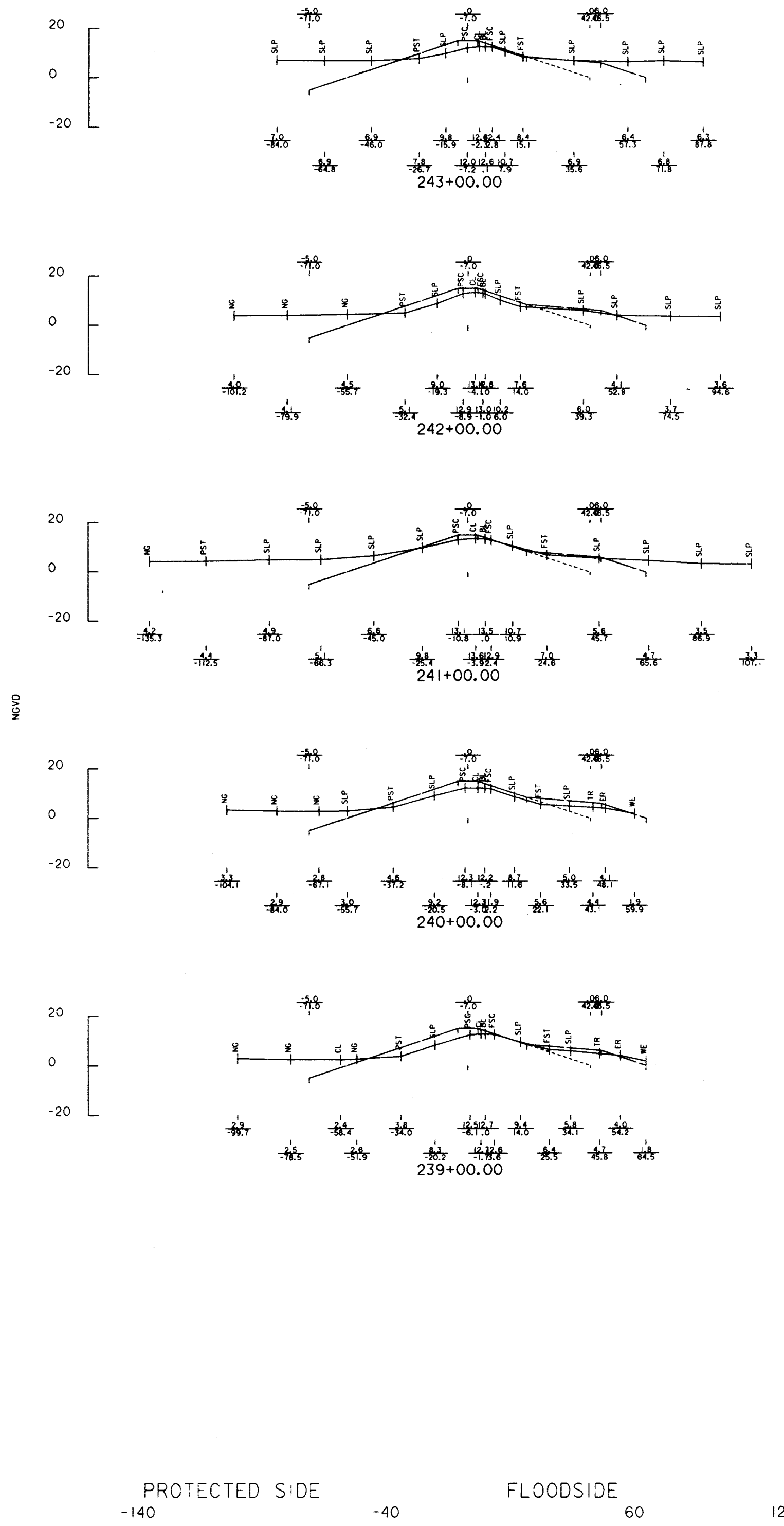
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA
DESIGNED BY: R.J.V.
CHECKED BY: L.E.D.
DRAWN BY: S.C.B.
DATE: FEB. 99

DESIGN FILE NAME: 4528.12.004
SUBMITTED BY: L. DANIELS
SCALE: 10
DATE: 4/14/99
CALCULATION NO: DACR29-99-B-0066
DESIGN ENGINEER

NEW RELEASE TO FORCE 1.1
REACH A - VICINITY PORT SALPAR
HURRICANE PROTECTION LEVEE
B/L STA. 238+00.40 TO 248+00 FINAL LEVEE
ENLARGEMENT & TIEOFF CANAL CLOSURE 2ND LIFT
TRAFFIC CONTROL PLAN AND
SETTLEMENT GAGE DETAIL
PULASKI DISTRICT, LA

FILE NUMBER
H-8-45128
DWG. 12 OF 20

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U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
 CORPS OF ENGINEERS
 NEW ORLEANS, LOUISIANA

DESIGNED BY: R.J.Y. PLOT DATE: 4/14/99
 CHECKED BY: L.C.D. SCALE: 20
 DATE: FEB 99

DESIGN FILE NAME: 492R03L00N
 SOLICITATION NO.: DACW79-99-B-0066

NEW ORLEANS TO VENICE, LA
 REACH A - VICINITY FORT SALGAP
 HURRICANE PROTECTION LEVEE
 B/L STA. 239+00 TO 249+00 FINAL LEVEE
 ENLARGEMENT & FREEPORT CANAL CLOSURE AND LIFT
 CROSS SECTIONS
 PLACEMINES PARISH, LA

FILE NUMBER
H-8-45128
 DWG. 13 OF 20

DATE	APP'D.	DESCRIPTION



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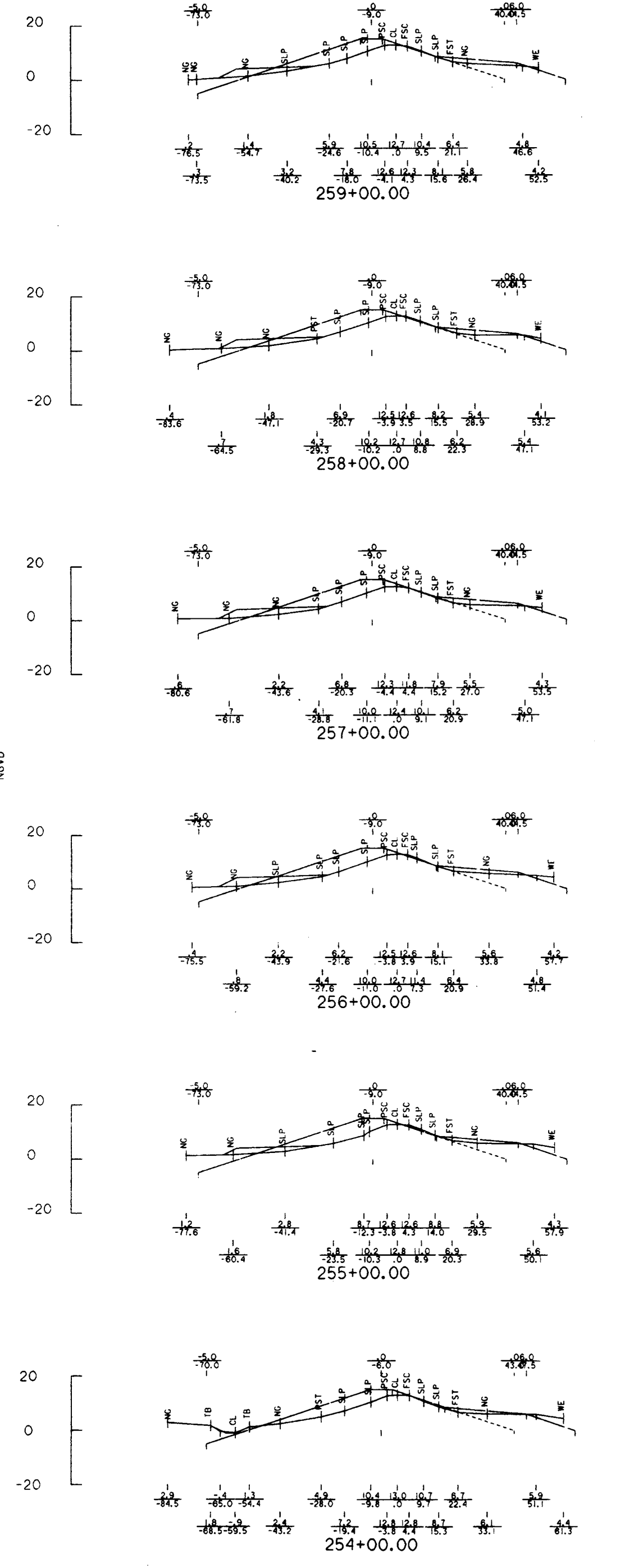
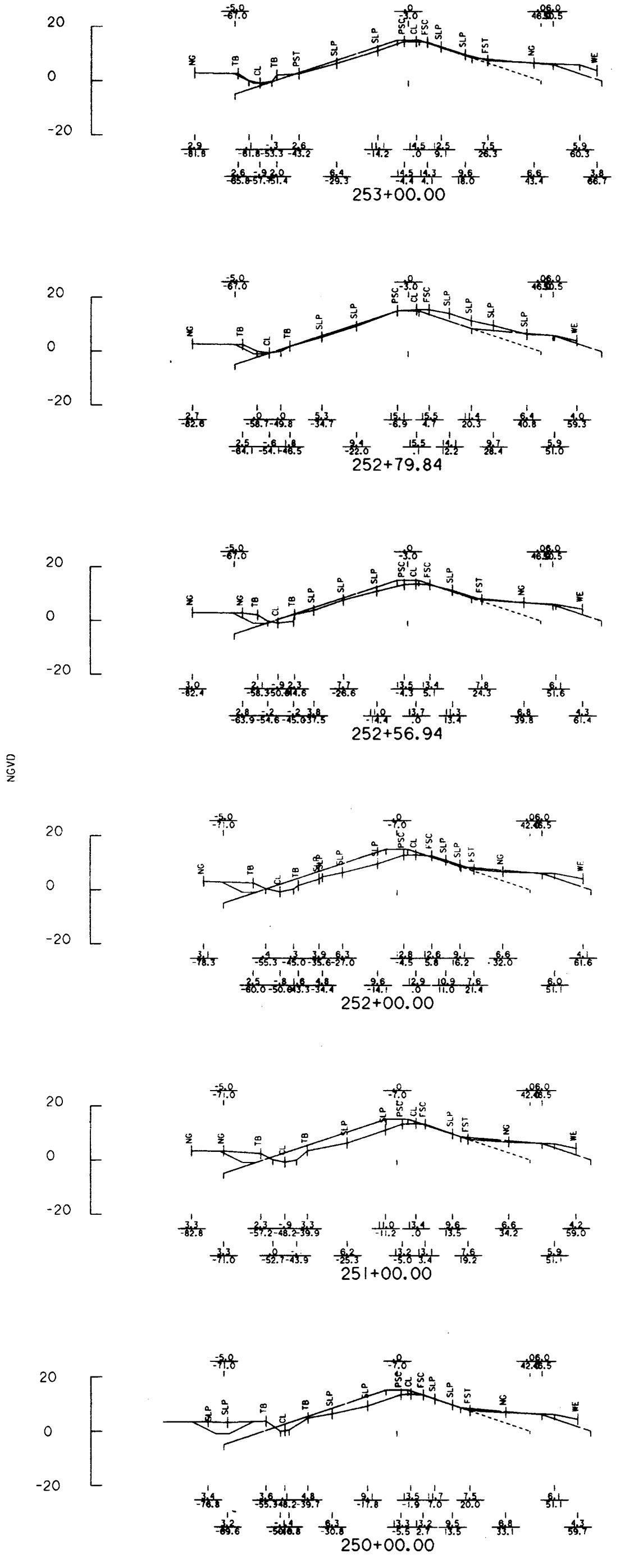
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PROTECTED SIDE -100 0 FLOODSIDE 80

PROTECTED SIDE -100 0 FLOODSIDE 80

US Army Corps of Engineers
New Orleans District

DESIGNED BY: B.L.Y. DATE: 4/14/99
CHECKED BY: S.C.B. DATE: PER 99
DRAWN BY: DATE: PER 99

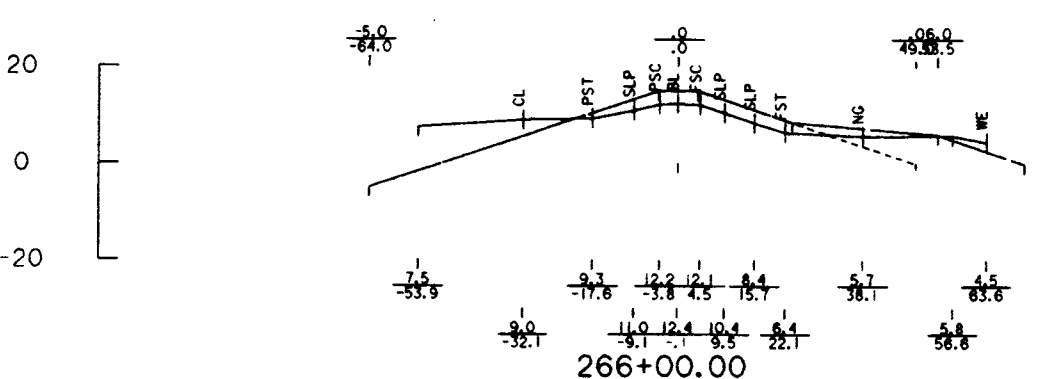
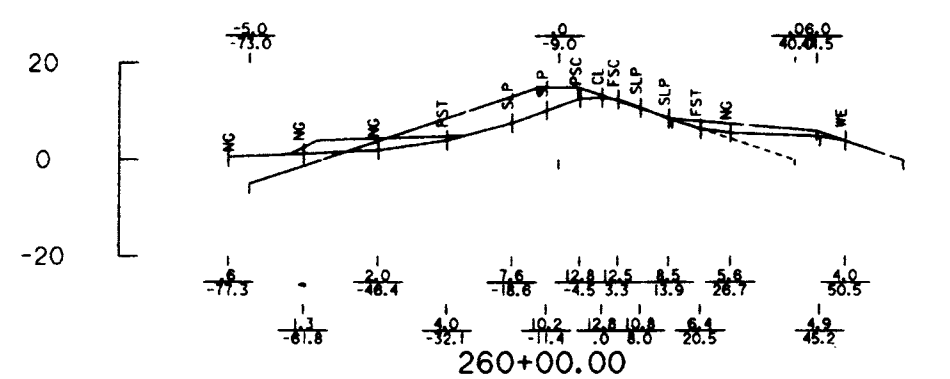
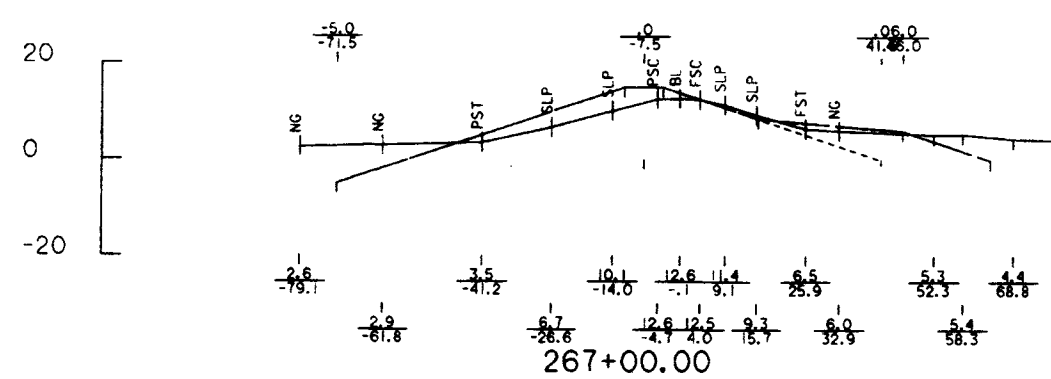
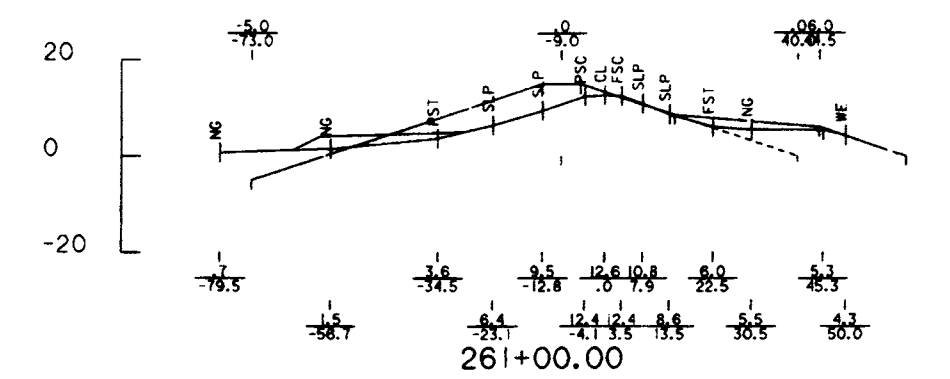
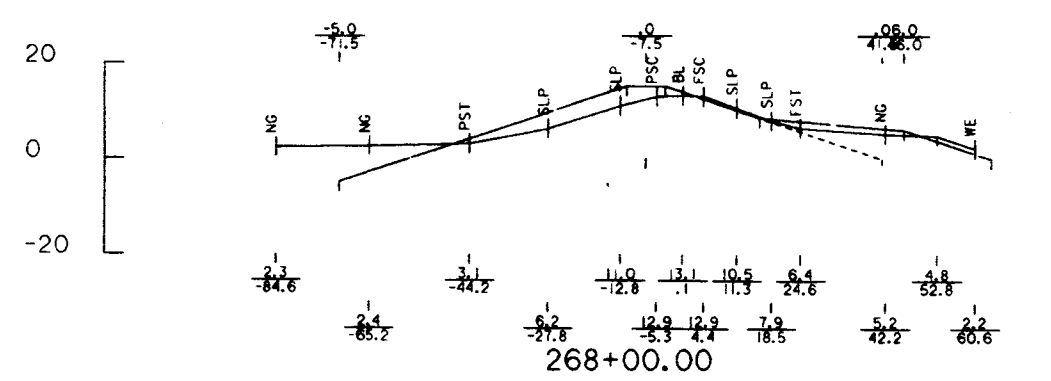
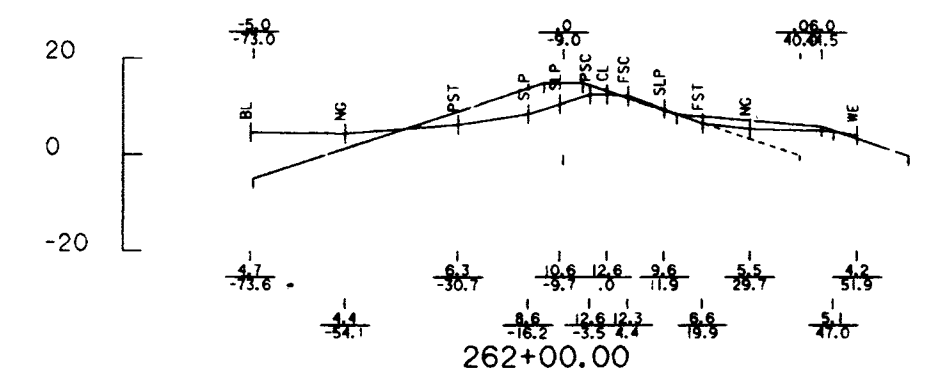
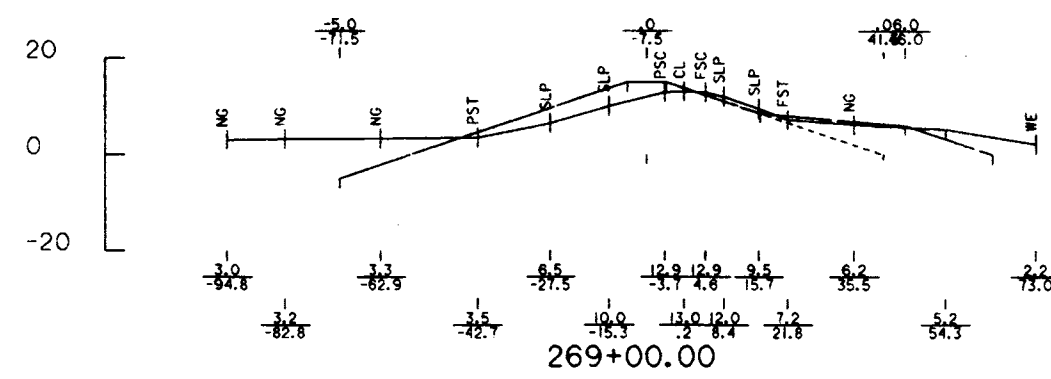
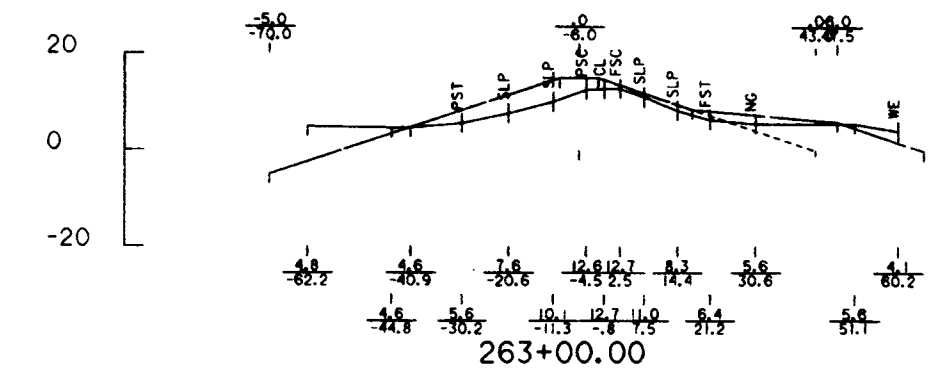
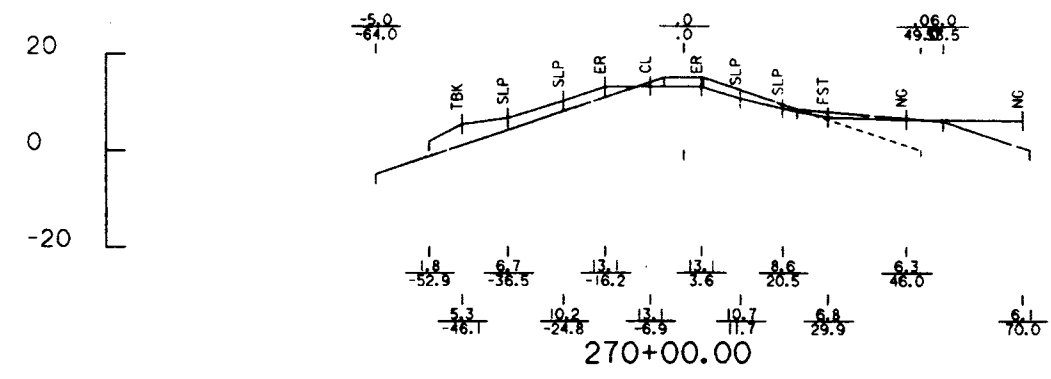
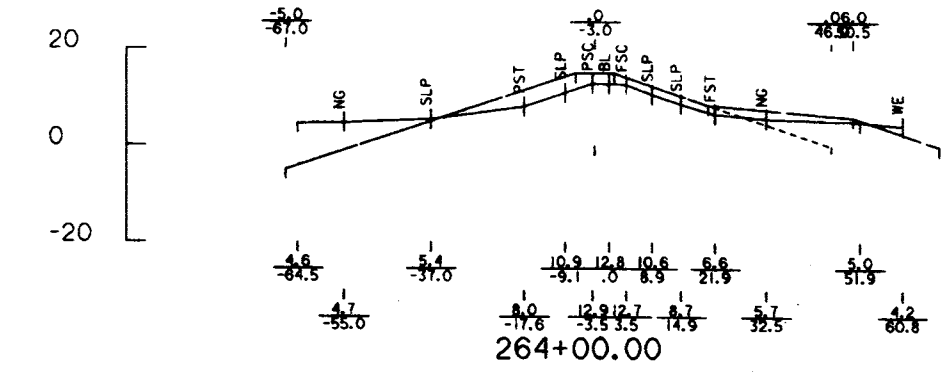
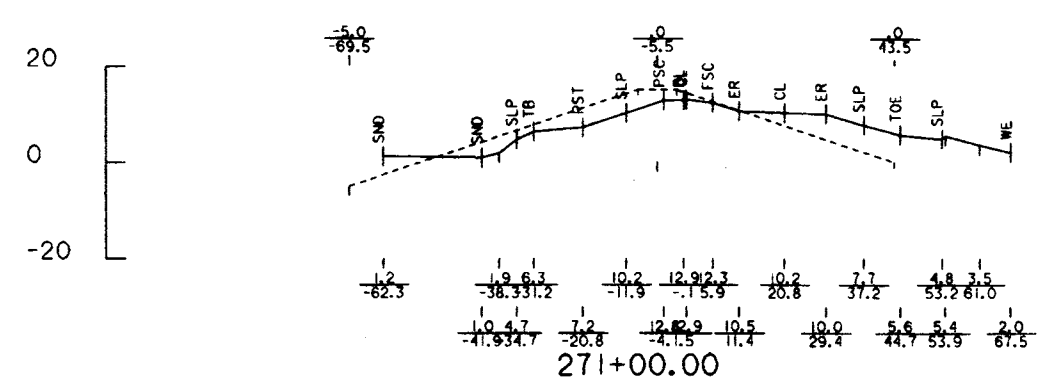
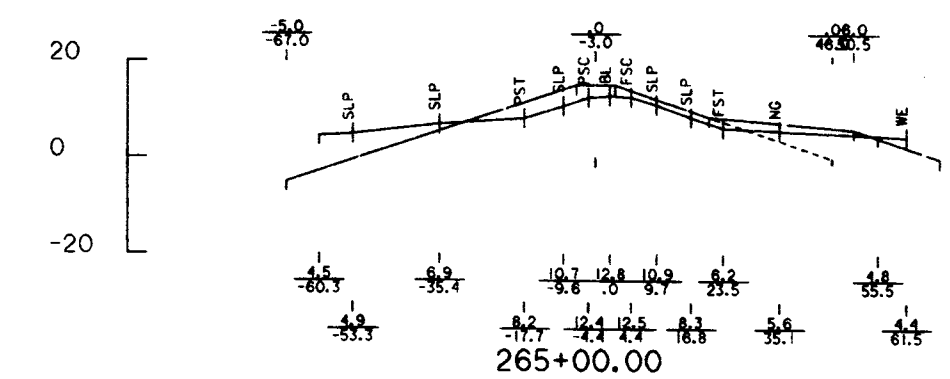
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA

PROJECT: DESIGN FILE NAME: 45128-14-00N SOLICITATION NO. DACW29-99-8-0085
DATE: 4/14/99
SCALE: 20
SUBMITTED BY: S.C.B.
DATE: PER 99

REACH A - VICINITY PORT SULPHUR
MIGRATION PROTECTION LEVEE
B/L STAY-IN-PLACE CANAL CLOSURE 2ND LIFT
ENLARGEMENT CROSS SECTIONS
P. JORDAN'S PARK, LA.

FILE NUMBER
H-8-45128
Dwg. 14 of 20



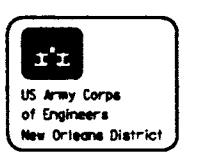


PROTECTED SIDE
-80

FLOODSIDE
20 80

PROTECTED SIDE
-100

FLOODSIDE
0 100



NO.	DATE	APP.	DESCR.

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA

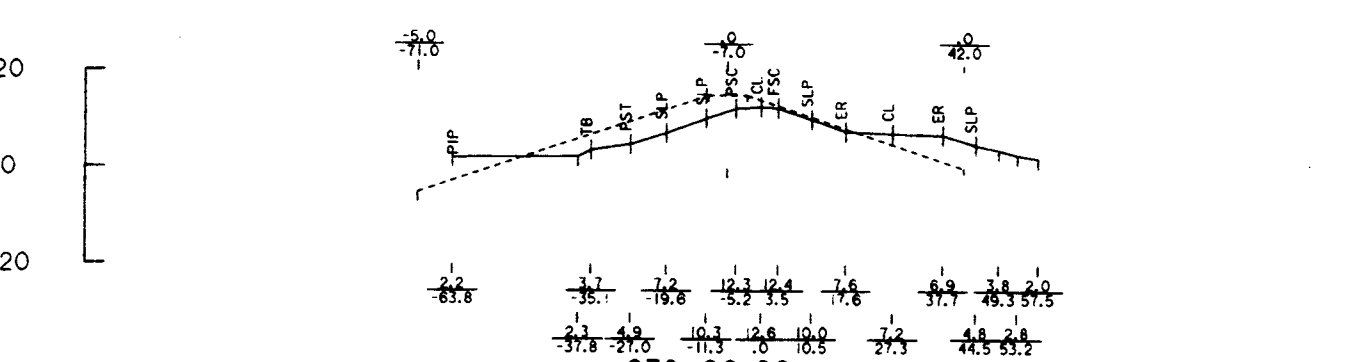
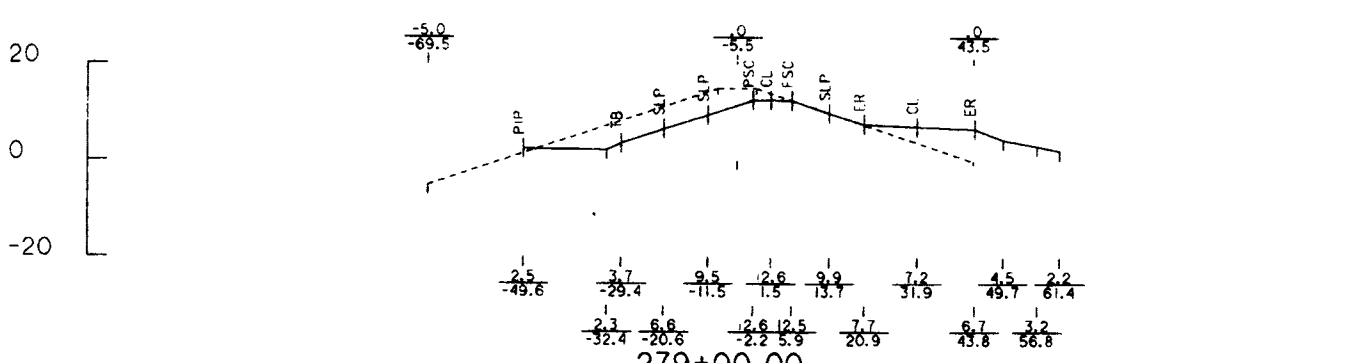
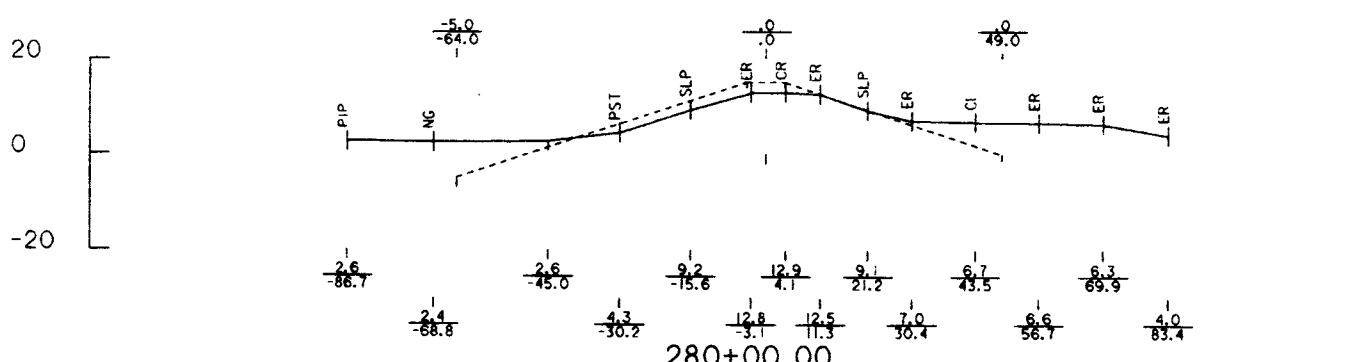
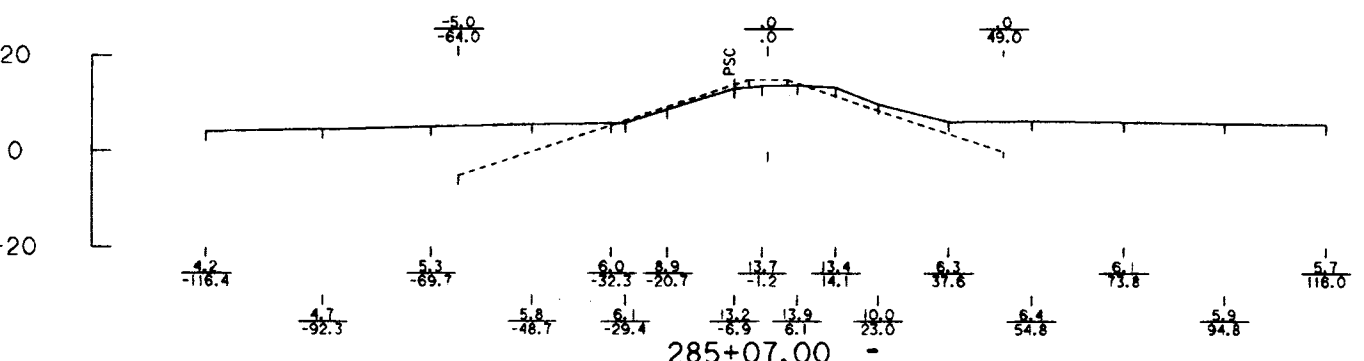
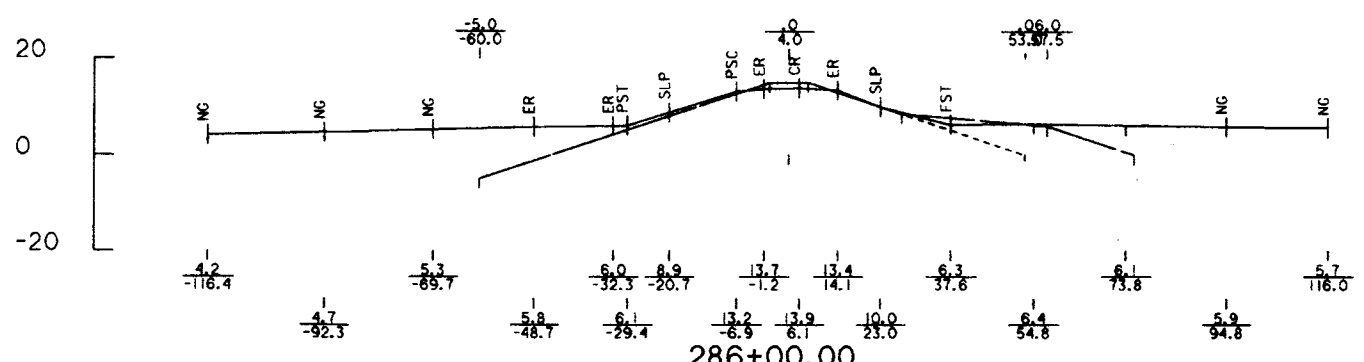
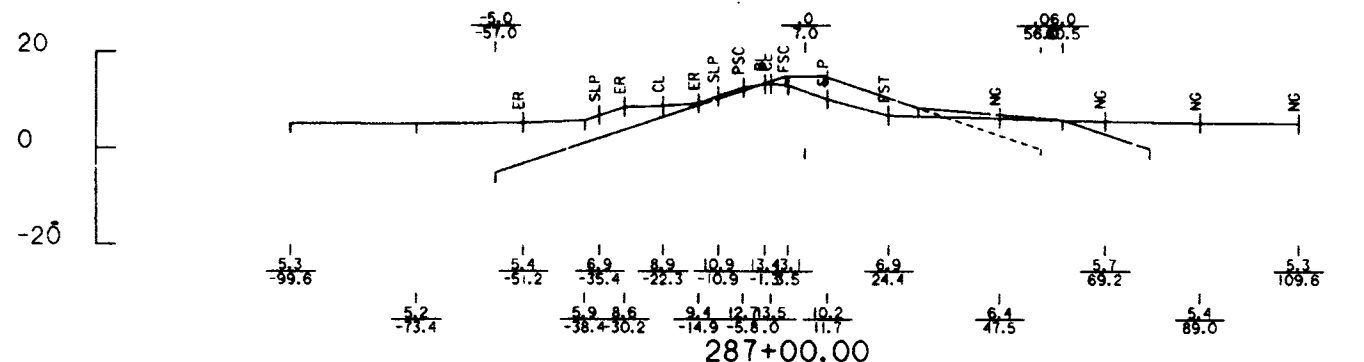
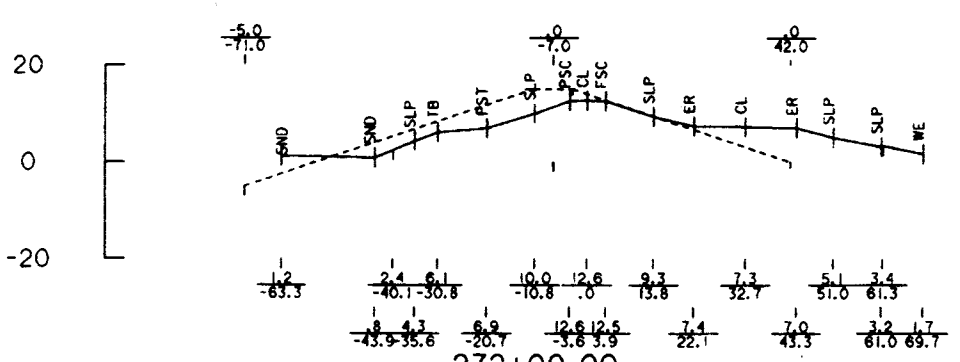
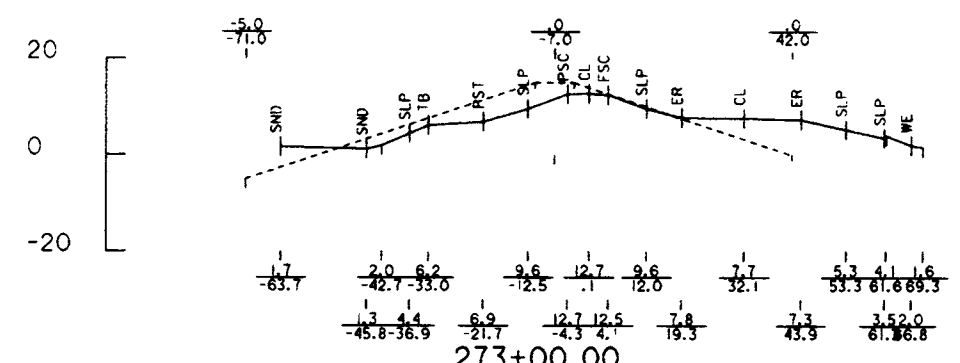
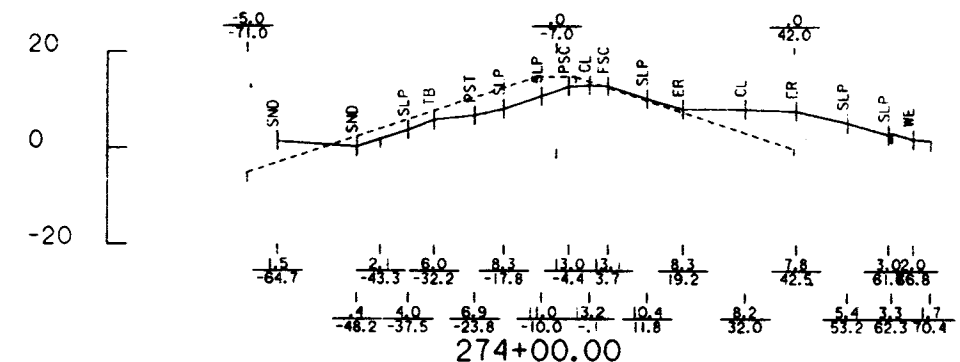
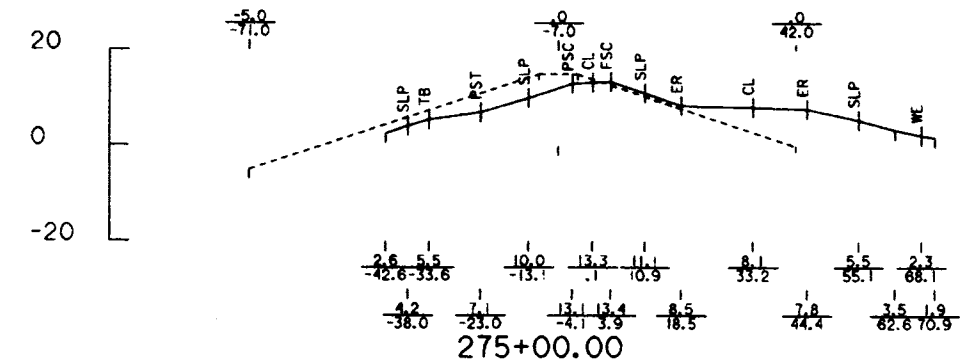
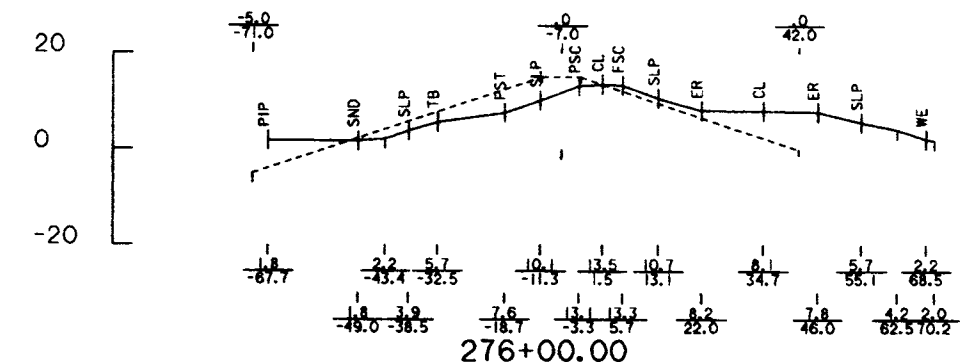
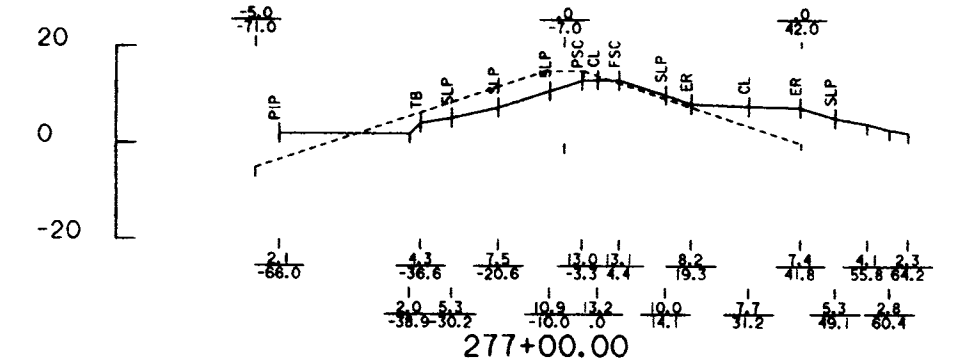
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CHECKED BY: L.E.D.
DRAWN BY: S.C.B. DATE: FEB 99

PROJECT: DESIGN FILE NAME: 45128.05.DSN
SUBMITTED BY: G.S. SOLICITATION NO.: DACW79-99-B-0085
SHEET NUMBER: 15 OF 20

NEW ORLEANS TO VENICE, LA.
REACH LIMITED PORT SUEZ
B/L STA. 228+00 TO 294+00 FINAL LEVEE
ENLARGEMENT & FREIGHT CANAL CLOSURE 2ND LIFT
CROSS SECTIONS
PLACEMENT PAPER, LA.

FILE NUMBER
H-8-45128
DWG. 15 OF 20





PROTECTED SIDE
-80

FLOODSIDE
20

80

PROTECTED SIDE
-120

FLOODSIDE
80

120



U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS, LOUISIANA

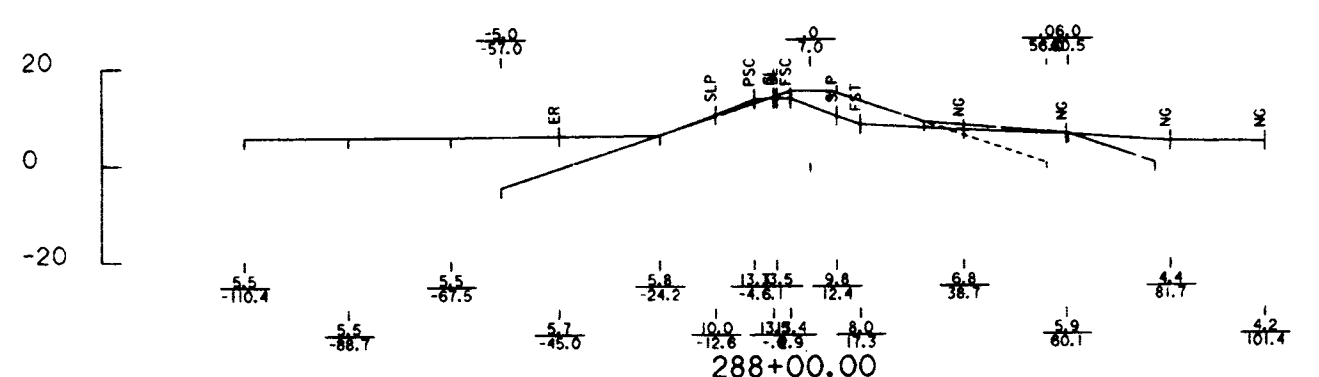
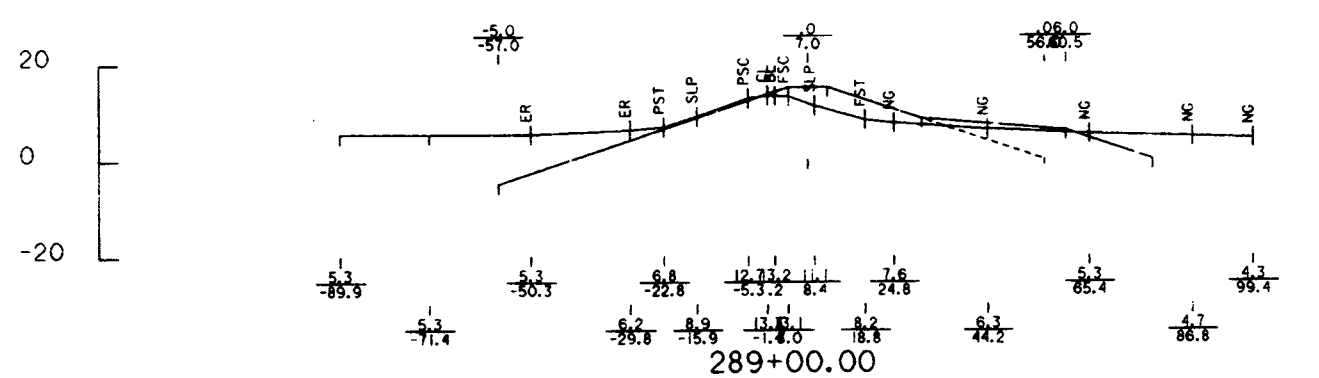
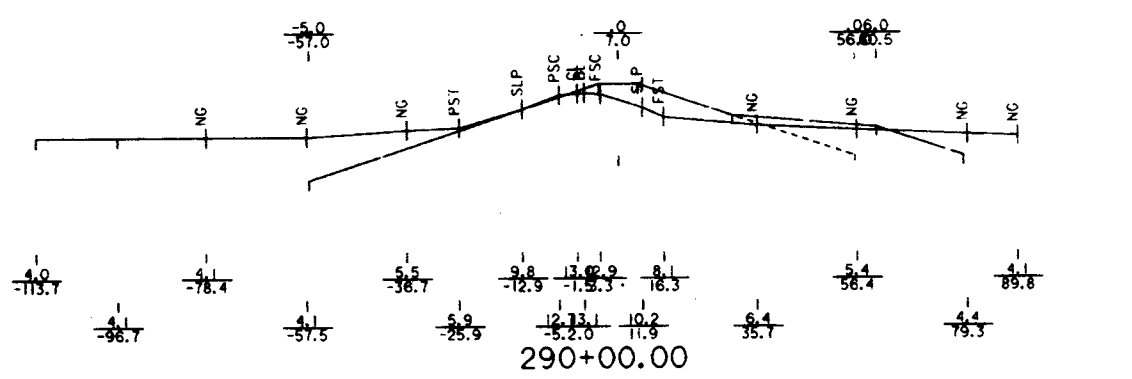
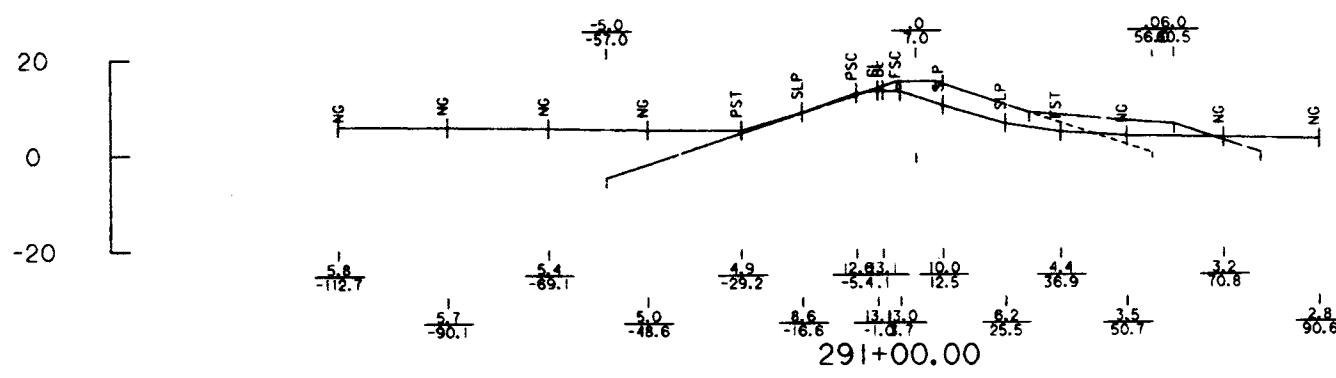
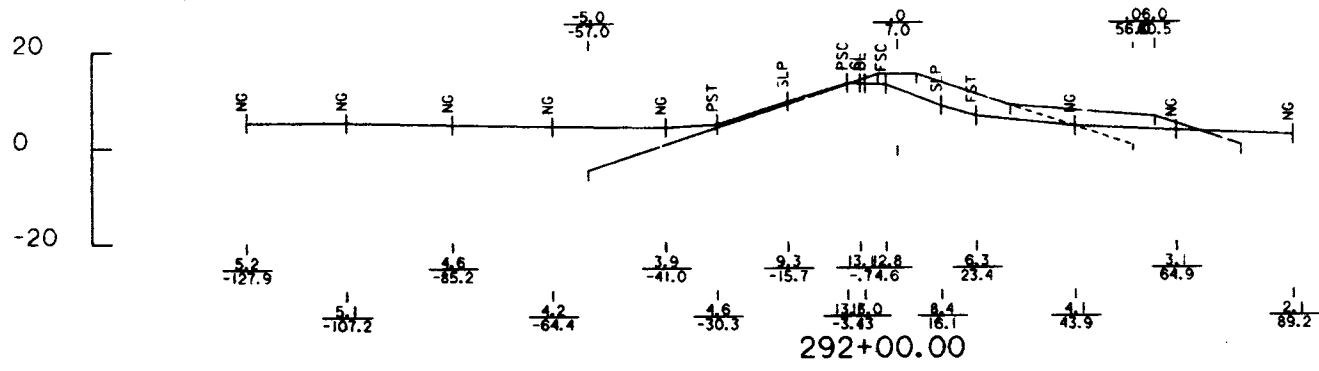
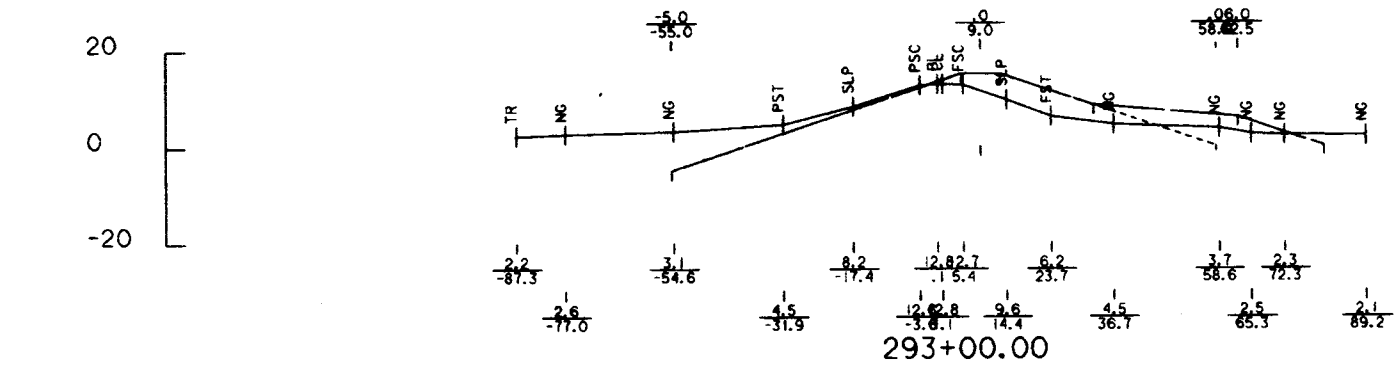
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CHECKED BY: L.E.D.
DRAWN BY: S.C.B. DATE: FEB 99

PILOT DESIGN FILE NAME: 4520R18.DGN
SCALE: 20
SOLICITATION NO. DAOM29-99-B-0086

NEW ORLEANS TO WINDY, LA.
REACH A - VICINITY PORT SUIPHER
B/L STA. 238+00 TO 284+00 FINAL LEVEE
ENLARGEMENT & FREIGHT CANAL CLOSURE 2ND LIFT
CROSS SECTIONS
PLANNING STATION, LA.

FILE NUMBER
H-8-45128
DWG. 16 OF 20

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PROTECTED SIDE FLOODSIDE

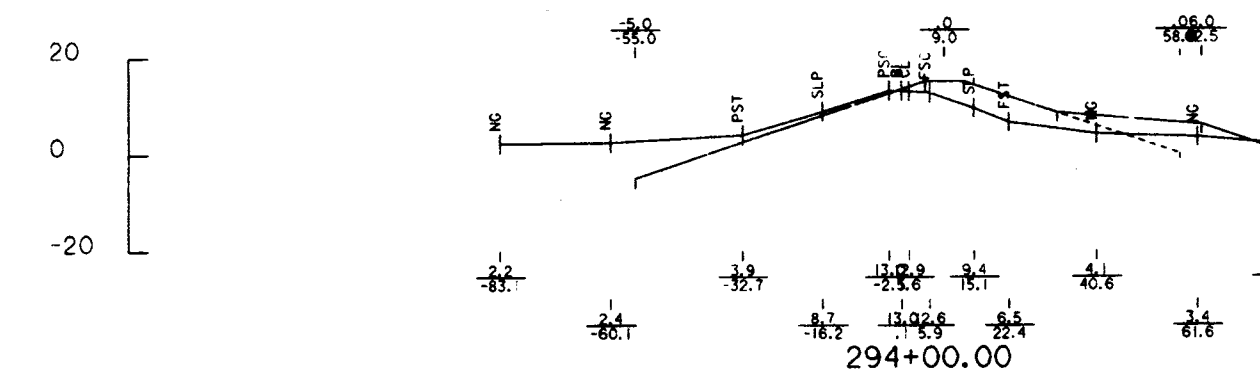
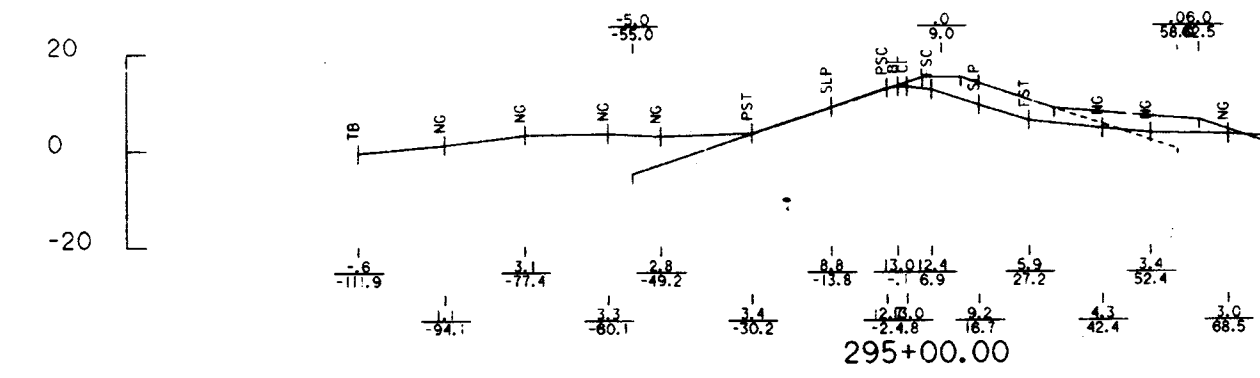
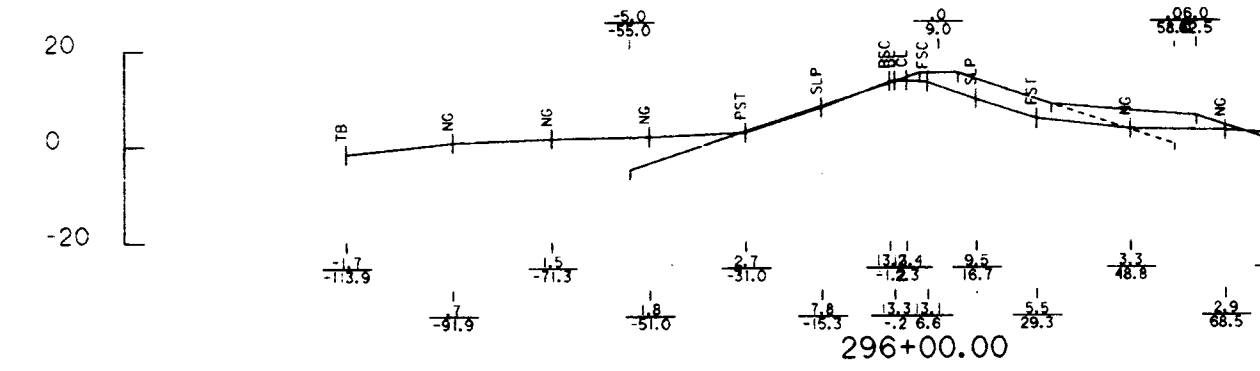
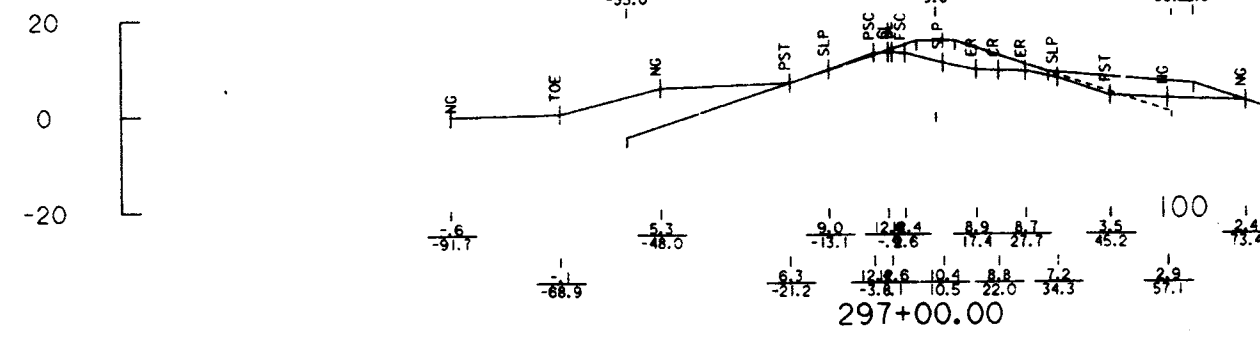
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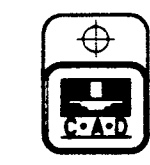
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PROTECTED SIDE FLOODSIDE

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DATE	APP'.	MARK	DESCRIPTION

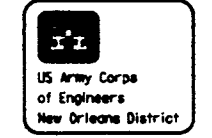
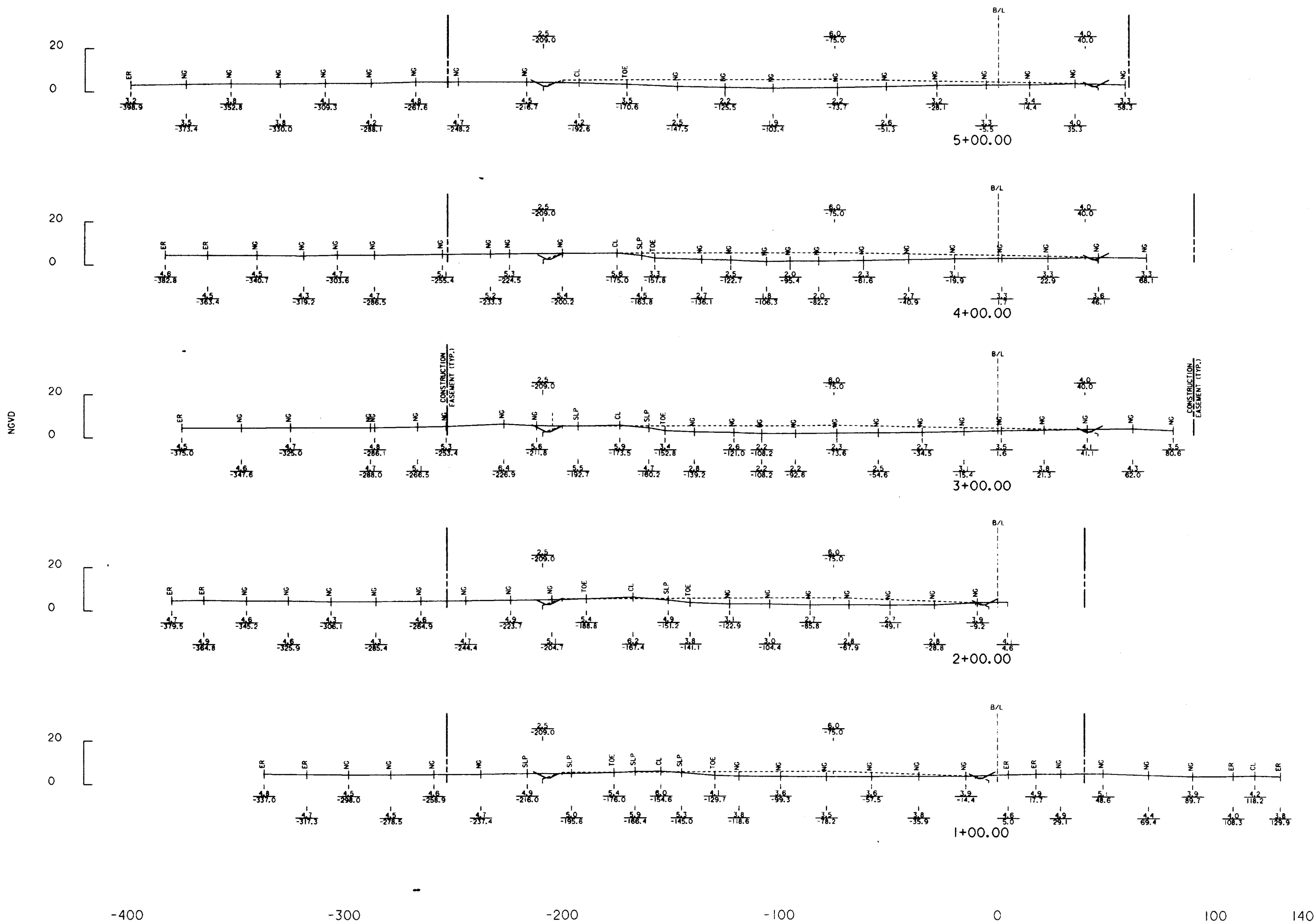
U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA

DESIGNED BY: R.J.T.
 CHECKED BY: L.F.D.
 DRAWN BY: L.C.B.
 DATE: FEB 99

PLOT DATE: 4/14/99
 PLOT SCALE: 70
 PLOT FILE NAME: 452R17.DGN
 SUBMITTED BY: [Signature]
 SOLICITATION NO.: DACW79-99-B-0066

NEW ORLEANS TO WIKICK, LA.
 REACH A - VICINITY PORT SULPHUR
 HURRICANE PROTECTION LEVEE
 B/L STA. 288+00 TO 298+00 FINAL LEVEE
 ENLARGEMENT & FREIGHT CANAL CLOSURE AND LIFT
CROSS SECTIONS
 PLOTTED BY: [Signature]

FILE NUMBER
H-8-45128
 DWG. 17 OF 20



<p>U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS</p> <p>CORPS OF ENGINEERS</p> <p>NEW ORLEANS, LOUISIANA</p>		<p>DESIGNED BY: R.A.Y.</p> <p>CHECKED BY: L.E.D.</p> <p>DRAWN BY: S.C.B.</p> <p>DATE: FEB 99</p>	<p>PLOT SCALE: 10</p> <p>PLOT DATE: 4/11/99</p> <p>DESIGN FILE NAME: 45728.LIB.DON</p>	<p>SUBMITTED BY: J. OMELOUS</p> <p>PROJECT NUMBER: DACW29-99-B-0068</p>	<p>SOLICITATION NO.</p> <p>DATE</p> <p>DESCRIPTION</p>
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NO CHANGE TO PRINC. PLAN

REACH A - VICINITY PORT SILVER

HURRICANE PROTECTION LEVEE

B/L STA. 238+00.40 TO 248+00 FINAL LEVEE

ENLARGEMENT & PREPOT CANAL CLOSURE AND LIFT

CANAL SECTIONS

P. GARDNER PARRIS, L.L.

FILE NUMBER

H-8-45128

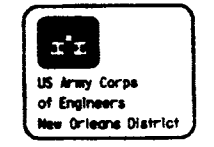
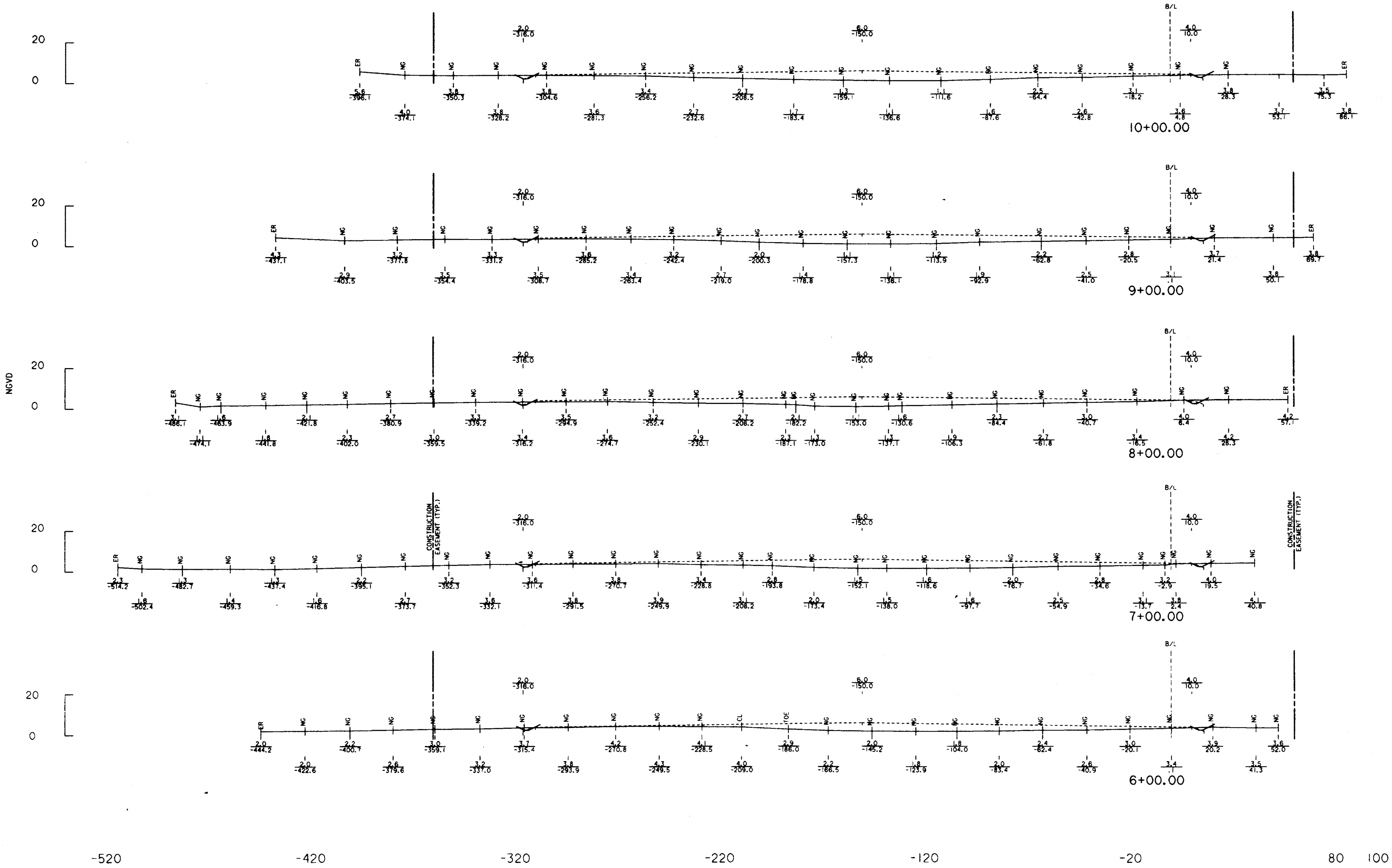
DWG. 18 OF 20

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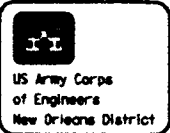


NO.	DATE	APPR.	MARK	DESCRIPTION

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS, LOUISIANA
NEW ORLEANS, LOUISIANA

DESIGNED BY: P.L.V. DATE: 4/14/99 SOLICITATION NO. DACT99-99-B-0066
CHECKED BY: S.C.B. DRAWN BY: S.C.B. DATE: FEB 99
SCALE: AS SHOWN
DESIGN FILE NAME: 45281.DWG

NEW ORLEANS TO VERDE, LA. CANAL
REACH 240+00 TO 289+00
B/L STA. 238+00.40 TO 298+00 FINAL LEVEE
ENHANCEMENT & FREEPORT CANAL CLOSURE AND LIFT
CANAL SECTIONS
P. ADAMS & PARTNER, L.L.



U.S. Army Corps of Engineers
New Orleans District

DATE	APP.

DATE	APP.

DATE	APP.

DATE	APP.

DATE	APP.

DATE	APP.

DATE	APP.

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DATE	APP.

DATE	APP.

DATE	APP.

DESCRIPTION

U. S. ARMY ENGINEER DISTRICT, NEW ORLEANS
CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA
DESIGNED BY: R.A.V. / PLOT DATE: 4/14/99
CHECKED BY: L.C.B. / SCALE: 1" = 10'
DRAWN BY: S.C.B. / SOLICITATION NO.: DACW29-99-B-0068
DATE: FEB 99

NEW ORLEANS TO BAYOU LA
BEACH A - VICINITY PORT SALPAR
HURRICANE PROTECTION LEVEE
B/L STA. 238+00.00 TO 298+00.00 FINAL LEVEE
ENLARGEMENT & FREEPORT CANAL CLOSURE 2ND LIFT
CANAL SECTIONS
PLANNERS MARK, L.L.

FILE
NUMBER
H-8-45128
DWG. 20 OF 20

