



PER THE STRATUM ENGINEERING GEOTECHNICAL ENGINEERING REPORT DATED 1-7-13 ALL SHALL BE ADHERED TO.

THE SUBSURFACE SOILS BELOW THE PAVED PARKING LOT AT BOUS CAREN STREET WERE NOTED TO BE SOFT AND WET AT SOME LOCATIONS, THE SOFT CONDITIONS EXTENDED FROM 3 TO 4 FEET WITH BRICKS OR DEBRIS.

THE EXPOSED SUBGRADE IN THE PAVEMENT AREAS SHALL BE PROOF ROLLED WITH A RUBBER TIRED VEHICLE WEIGHING ABOUT 20 TONS. SOILS, WHICH ARE OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD, SHALL BE UNDERCUT AND REPLACED WITH PROPERLY COMPACTED STRUCTURAL FILL. THE FILL SHOULD HAVE A MAXIMUM LIQUID LIMIT OF 95 AND A MAXIMUM PLASTICITY INDEX OF 18 PERCENT. GRANULAR FILL, SUCH AS PUMPED RIVER SAND HAVING LESS THAN 10 PERCENT PASSING THE #200 SIEVE, MAY ALSO BE USED AS STRUCTURAL FILL TO BACKFILL DEEP CUTS WHEN EXTREMELY WET CONDITIONS ARE ENCOUNTERED.

THE FILL SHALL BE PLACED IN MAXIMUM LIFTS OF EIGHT (8) INCHES OF LOOSE MATERIALS AND SHALL BE COMPACTED WITHIN THREE (3) PERCENTAGE POINTS OF THE OPTIMUM MOISTURE CONTENT. IF WATER MUST BE ADDED IT SHOULD BE UNIFORMLY APPLIED AND THOROUGHLY MIXED INTO THE SOIL BY DISKING OR SCRAPING. THE FILL SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698. ADEQUATE DRAINAGE SHALL BE PROVIDED DURING SITE WORK AND AFTER CONSTRUCTION. THE SITES SHALL BE GRADED TO PROMOTE RAPID RUNOFF.

DRAINAGE AND GROUNDWATER CONCERNS WATER SHALL NOT BE ALLOWED TO COLLECT ON THE PREPARED SUBGRADE IN THE PAVEMENT AREAS EITHER DURING OR AFTER CONSTRUCTION. UNDERCUT OR EXCAVATED AREAS SHOULD BE SLOPED TOWARD ONE CORNER TO FACILITATE REMOVAL OF ANY COLLECTED RAINWATER. GROUNDWATER OR SURFACE WATER RUNOFF. POSITIVE SITE SURFACE DRAINAGE SHALL BE PROVIDED TO REDUCE INFILTRATION OR SURFACE WATER THE SUBGRADE SOILS.

GROUNDWATER WAS NOT ENCOUNTERED DURING THE DRILLING OPERATIONS. HOWEVER, IT IS POSSIBLE THAT SEASONAL VARIATIONS WILL CAUSE FLUCTUATIONS OF THE WATER TABLE. ADDITIONALLY, PERCHED WATER MAY BE ENCOUNTERED IN DISCONTINUOUS ZONES WITHIN THE OVERBURDEN, PARTICULARLY AT THE PREVIOUSLY DEVELOPED SITE. ANY WATER ACCUMULATION SHOULD BE REMOVED FROM THE EXCAVATIONS BY PUMPING. SHOULD EXCESSIVE AND UNCONTROLLED AMOUNTS OF SEEPAGE OCCUR, THE GEOTECHNICAL ENGINEER SHOULD BE CONSULTED TO PROVIDE ADDITIONAL RECOMMENDATIONS.

EXCAVATIONS THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DESIGNING AND CONSTRUCTING STABLE, TEMPORARY EXCAVATIONS AND SHOULD SHORING, SLOPE OR BRICH THE SIDES OF THE EXCAVATIONS AS REQUIRED TO MAINTAIN STABILITY OF BOTH THE EXCAVATION SIDES AND BOTTOM. THE CONTRACTORS RESPONSIBILITY PERSON, AS DEFINED IN 29 CFR, PART 1926, SHOULD EVALUATE THE SOIL HEIGHT IN THE EXCAVATIONS AS PART OF THE CONTRACTORS SAFETY PROCEDURES. IN NO CASE SHOULD SLOPE HEIGHT, SLOPE INCLINATION OR EXCAVATION DEPTH, INCLUDING UTILITY TRENCH EXCAVATION DEPTH, EXCEED THOSE SPECIFIED IN LOCAL, STATE AND FEDERAL SAFETY REGULATIONS.

REMOVE CONCRETE APRON AND CURBS  
REMOVE CONCRETE AND REINSTALL TWO S LIGHTS IN THE DESIGNATED AREAS. CONTRACT SHALL COORDINATE WITH CITY.

#	DESCRIPTION	DATE

CITY HALL PARKING LOT & COURTYARD  
BOUS CAREN STREET  
SLIDELLA

JOB No: DATE: 01-17-2013  
DRAWN BY: JTL CHECKED BY:

Architects & Engineers  
CHIEF ENGINEER: ENMETT DAMMON, P.E.  
CHIEF ARCHITECT: KEVIN KINCHEN  
554 OLD SPANISH TRAIL  
SLIDELL, LA 70458  
dammonengineering.com  
dammoneng@slidellsoh.net  
PHONE: 985-649-5832  
FAX: 985-641-5950