

**MINUTES OF
SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY-EAST
OPERATIONS COMMITTEE MEETING
HELD ON NOVEMBER 18, 2021**

PRESENT: Herbert T. Weysham, III, Committee Member, Acting Chair
Richard G. Duplantier, Jr., Committee Member
Herbert I. Miller, Committee Member

The Operations Committee of the Southeast Louisiana Flood Protection Authority-East (Authority or FPA) met on November 18, 2021, at the Franklin Avenue Administrative Complex, Meeting Room 201, 6920 Franklin Avenue, New Orleans, Louisiana. Mr. Weysham, Acting Chair, called the meeting to order at 10:15 a.m.

Opening Comments: None.

Adoption of Agenda: The Committee approved the agenda as presented.

Approval of Minutes: The Committee approved the minutes of the Operations Committee meeting held on October 21, 2021.

Public Comments: None.

New Business:

A. Discussion and recommendation of a proposed increase to the Task Order with Witt O'Brien's, LLC, for Hurricane Ida Disaster Debris Management Monitoring to increase the not-to-exceed amount from \$250,000 to \$500,000.

Rusty Kennedy, Director of Risk, Safety and Facilities, explained that in order for the project to commence a \$250,000 not-to-exceed (NTE) dollar amount was established; however, at that time the FPA was still attempting to quantify the total amount of the debris and was not aware of its full magnitude. The debris monitoring contractor needed to be engaged prior to engaging the debris removal contractor. The monitoring fee is typically 20 percent of the overall expense. The NTE dollar amount for debris removal is \$4 million. Based on costs to date, the FPA determined that \$500,000 is the appropriate NTE amount for debris monitoring. The project is anticipated to be completed in January and the dollar amount can be reconciled and adjusted, if needed.

Mr. Kennedy advised that the value to-date of the debris that has been removed is \$1.26 million. Several pictures of the debris removal work were viewed by the Committee. The majority of the material is mixed with debris such as water bottles and trash and will be taken to a landfill; however, in areas where there is good organic material clean of non-organic debris, it will be pushed to an appropriate area and left, which allows the FPA to receive a better rate for the process. Trees and limbs that fell

within the FPA's rights-of-ways (ROW) are being removed. The FPA will backfill any holes where tree stumps are removed. Trees that are removed within the ROW will not be replaced. In situations where a boat has washed up on the ROW, the owner must first be contacted and given an opportunity to reclaim his property prior to its removal. The debris removal contractor is using a drone to seed areas, as required, with rye grass for winter and will return to reseed the areas with Bermuda grass when appropriate.

Mr. Kennedy advised that the cost share for the work is 75 percent FEMA and 25 percent FPA. He reported that Witt O'Briens is doing a good job monitoring the debris removal. The U.S. Army Corps of Engineers (USACE) has been involved throughout the process and a USACE field representative has been checking operations daily providing feedback and suggestions.

The Committee will recommend that the Board approve the proposed increase to the NTE dollar amount for the Task Order with Witt O'Briens, LLC.

B. Discussion and recommendation of the proposed amendment of the Task Order with Design Engineering, Inc. for Construction Administration and Resident Inspection Services for the Lakeshore Drive Improvements Seawall Area Erosion Control Paving Project Reach 3A, to increase the not-to-exceed amount by \$63,181.47, for a total not-to-exceed Task Order amount of \$624,228.52.

Mr. Duplantier stated that he had to abstain from this discussion because Design Engineering, Inc., is their client.

Chris Humphreys, Director of Engineering, explained that the construction of the project extended over one year. In 2020, the construction was shut down several times due to storms causing the contractor to work a number of weekends and resulting in overtime being incurred by the inspection firm. In accordance with the contract, the contractor is responsible for the additional inspection costs.

The Committee will recommend that the Board approve the proposed amendment of the Task Order with Design Engineering, Inc.

C. Discussion and recommendation of the proposed award of a contract to MR Pittman Group in the amount of \$3,912,745.00 for the Orleans Marina – Seepage Repairs Phase III Bulkhead Replacement Project.

Mr. Humphreys advised that the Orleans Marina – Seepage Repairs Phase III Bulkhead Replacement Project was advertised and bids were received. MR Pittman Group submitted the lowest bid for the project. Due to its complexity, the engineers estimate for the project was \$3.86 million. Engineering staff recommended that the contract be awarded to MR Pittman Group. The contractor's assembly time will be about 30 days and construction is anticipated to begin in late January.

The Committee will recommend that the Board approve the award of the contract to MR Pittman Group.

D. Discussion and recommendation of a proposed Task Order with Linfield, Hunter and Junius with a not-to-exceed amount of \$175,898.00 for Resident Inspection Services for the Orleans Marina – Seepage Repairs Phase III Bulkhead Replacement Project.

Mr. Humphreys advised that the proposed Task Order with Linfield, Hunter and Junius (LHJ) was reviewed by Engineering staff. LHJ will provide a senior engineering inspector, which is warranted since the project is fairly complicated and involves barge access, land access, and a number of utilities and boat slips. The contract time is 240 days. LHJ was involved with the design of the project; therefore, Engineering staff recommended that LHJ provide the resident inspection services.

The Committee will recommend that the Board approve the proposed Task Order with LHJ.

E. Discussion and recommendation of the proposed Change Order No. 2 to the contract with Kort's Construction Services, Inc., for the Mitigation of Outfall Canal Erosion-Orleans Avenue Canal Project for additional riprap required in several areas along the toe of the canal bank for a not-to-exceed amount of \$127,000.00.

Mr. Humphreys explained that the project was designed using cross sections every 200 feet. The contractor did a model using GPS equipment and between cross sections eroded holes were discovered along the length of the project. The solution to place riprap was reviewed with the engineer of record, and it was determined that the riprap was a more cost effective solution than backfilling, which would encroach into the canal restricting flow. The cost of the contract is \$3.1 million. The contractor is behind scheduled because of a number of issues encountered due to Hurricane Ida, including trucking, resources and manpower availability, and is currently 30 to 35 percent complete. The contractor has been making progress with resources becoming more available. The contractor was placed on notice and the assessment of some liquidated damages is anticipated.

The Committee will recommend that the Board approve the proposed Change Order to the contract with Kort's Construction Services, Inc.

F. Discussion and recommendation of a proposed Task Order with C. H. Fenstermaker & Associates, LLC, to perform a LiDAR Topographic and Multibeam Bathymetric Survey of the Orleans, London and Seventeenth Street Outfall Canals for a total not-to-exceed amount of \$125,680.

Mr. Humphreys explained that the survey is an annual Operation and Maintenance requirement for the outfall canals due to the floodwalls and is needed particularly when there are storms during which a significant amount of pumping takes place. C. H. Fenstermaker & Associates, LLC (Fenstermaker) performed the survey last year and developed the method that will be used utilizing multiple means of surveying (bathymetric for below the water, LiDar for above the water and GPS). The datasets are merged in order to develop contours as well as cross sections more frequently, which are used by the FPA to search for erosion and changes in conditions. The survey can also be used for the next erosion mitigation project on the London Avenue Canal in order to eliminate any unforeseen conditions like those discussed in Agenda Item E.

The Committee will recommend that the Board approve the proposed Task Order with Fenstermaker.

There was no further business; therefore, the meeting was adjourned at 10:40 a.m.