

**MINUTES OF
SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY-EAST
OPERATIONS COMMITTEE MEETING
HELD ON MARCH 6, 2014**

PRESENT: Louis Wittie, Chair
Timothy Doody, Committee Member
Stephen Estopinal, Committee Member

The Operations Committee of the Southeast Louisiana Flood Protection Authority-East (SLFPA-E or Authority) met on March 6, 2014, in Meeting Room 201, Orleans Levee District Franklin Administrative Complex, 6920 Franklin Avenue, New Orleans, Louisiana. Mr. Wittie called the meeting to order at 9:40 a.m.

Opening Comments: None.

Adoption of Agenda: The agenda was approved as presented.

Approval of Minutes: The minutes of the February 6, 2014 Operations Committee meeting were approved.

Public Comments: None.

New Business:

A. Discussion of additional right-of-way for the construction of Permanent Canal Closures and Pumps (PCCP) Project.

Lee Walker, U.S. Army Corps of Engineers (USACE) Project Manager for the Permanent Canal Closures and Pumps (PCCP) Project, advised that risk letters (preliminary ROW requests) were provided by the USACE for the PCCP at the Orleans Avenue Canal and London Avenue Canal. She reviewed the additional right-of-way (ROW) needed for the project:

- Orleans Avenue Canal – 0.325 acre is required for the underground water/sewer tie-ins to Crystal Street. The primary entrance to the pump station will be from Lakeshore Drive. However, in the event of a tropical storm a secondary access road will be needed from the protected side for personnel and emergency vehicles. The secondary access road would not be used for normal day-to-day activity. The features discussed are still under design; therefore, only approximate dimensions were exhibited on the presentation slides. An underground power conduit is contemplated down the west side of the canal tying into Robert E. Lee Boulevard. The footprint shown is much wider than what will be required because the feature is under design. The power conduit must be placed in a concrete duct bank to prevent damage from mowers or levee district trucks traveling along the levee. The footprint, which includes the maintenance corridor, is about 10-ft. wide and must be located outside of the theoretical toe of the levee. The USACE is attempting to optimize the

design so that it remains outside of the levee toe and results in the least amount of impact as possible to tree roots. Overhead power lines are an option; however, the power poles would be located closer to the street.

- London Avenue Canal – The USACE would like to convert a portion of the temporary ROW on the west side of the canal to permanent ROW for water and sewer conduits running to the street. The USACE would also like to turn the haul road coming from Leon C. Simon Boulevard on the east side of the canal into the permanent primary access road and use the strip of land for a power corridor that would tie into a meter on Leon C. Simon Boulevard.
- 17th Street Canal – A risk letter has not yet been provided regarding the 17th Street Canal project because additional details are being worked out. Two areas are being considered for additional ROW. The USACE would like to convert a portion of the temporary ROW on the west side of the canal to a permanent ROW to allow for the tie-in between the pump station and a T-wall or levee. Additional ROW is being considered on the east side of the canal for the sewer tie-in. The USACE is investigating the best way to provide secondary access in the event of a tropical storm. Two options are being considered off of West Roadway for the secondary access road. The shorter route would require the construction of a berm due to the slope of the road to the pump station complex. The longer route would use ROW that is currently being used for the Interim Control Structure.

Ms. Walker advised that the USACE cannot officially request the additional ROW until the environmental clearances are completed. The environmental document is currently in internal review and is anticipated to be released to the public within the next month. There will then be a thirty-day comment period.

Gerry Gillen, Orleans Levee District (O.L.D.) Executive Director, asked whether the USACE considered a submerged power cable down the center of the Orleans Avenue Canal. It was noted that the subdivision building restrictions prohibit overhead power lines. Ms. Walker advised that she would check with the Electrical and Civil Task Team to determine whether this option had been explored and the reason it was eliminated. If it was not previously considered, the environmental document would be delayed in order to explore this option.

Ms. Walker explained that the initial footprints provided to the project bidders were conceptual. Subsequent discussions took place with Entergy about tie-ins for electrical power. The pump stations will remain within the initial footprints. The additional ROW discussed is for access roads and underground utilities. The Coastal Restoration and Protection Authority (CPRA) and Orleans Levee District are responsible for determining the owners of the required property. Robert Turner, SLFPA-E Regional Director, advised that LaPAC (Larry Marino) has been retained by the CPRA to acquire the necessary property rights.

B. Discussion of establishing a present condition baseline of Lakeshore Drive and comparison to future condition upon completion of PCCP projects using materials testing and vibration monitoring. (O.L.D.)

William Gwyn, P.E., President of Eustis Engineering Services, L.L.C., explained that he was asked to comment on the activities associated with the haul trucks traveling along Lakeshore Drive. The two concerns are vibrations affecting the seawall and other area structures and the deterioration of the roadway. The vibration issue can be addressed with monitors and, if required, the speed of the trucks can be slowed to reduce vibrations. Falling Weight Deflectometer (FWD) tests can be utilized to address the issue of roadway deterioration. The FWD test measures the structural support of the roadway. A FWD test would be conducted prior to the truck traffic. The structural support of the pavement would be measured and a life expectation would be assigned to the pavement. A subsequent FWD test would be conducted to measure the deterioration of the pavement over time.

Mr. Gillen advised that the O.L.D. is seeking a method to quantify any damages resulting from the PCCP project. The estimated cost of the tests is approximately \$60,000. There is a variable in the cost for the vibration monitoring. He added that he would like to conduct the test to determine the baseline for the roadway after the completion of the currently on-going seawall erosion control project.

Mr. Doody requested that Ms. Walker carry this information back to the USACE and ask whether the USACE or the contractor would participate in the tests/monitoring related to the truck traffic. He noted that a Cooperative Endeavor Agreement or similar document may be required with the Non-Flood Protection Asset Management Authority for this effort. Ms. Walker advised that the PCCP contractor is performing periodic surveys. The contractor is doing vibration monitoring for the pile driving operations. Walter Baudier with Design Engineering, Inc. advised that the contractor videotaped the roadway. Since Lakeshore Drive is a no truck route, there is no posted load limit. The PCCP contractor used the load limit for the bridges to address this issue.

Mr. Turner was requested to follow up with the USACE relative to the USACE/contractor's participation in the monitoring/tests relative to the truck traffic and to contact Mr. Lacour to determine whether any legal documents may be required. The Committee recommended that the item be forwarded to the Board for action at either its March or April meeting depending on when the details are resolved.

C. Discussion of Cooperative Endeavor Agreement with St. Bernard Parish Government for the construction of a pedestrian bridge across the Forty Arpent Canal to provide public access to the northern banks of the Canal and the Central Wetlands. (LBBLD)

Nick Cali, Lake Borgne Basin Levee District (LBBLD) Executive Director, advised that the project is funded through a tourism grant to St. Bernard Parish. The first phase of the project includes the construction of a boathouse and a pedestrian bridge over the

Forty Arpent Canal. The bridge would provide access to the Central Wetland Unit through a stop log gate adjacent to Pump Station No. 6 (PS 6). The Cooperative Endeavor Agreement (CEA) is currently a work in progress and counsel for the LBBLD is assuring that the levee district does not incur any additional liability because of the project. St. Bernard Parish will be responsible for pedestrian traffic, security and ensuring that the bridge remains in good condition. The LBBLD will assure that it has adequate access control so that the bridge can be closed to pedestrian traffic, if required, in order to address maintenance and pumping requirements. The designs have been vetted through the Department of Transportation and Development (DOTD) and the LBBLD in order to assure that the canal bank is not compromised and that the bridge does not interfere with PS 6. Appropriate hold harmless and insurance provisions will be included in the CEA.

The LBBLD will return to the Committee with the finalized CEA.

D. Discussion of award of OLD Project 27710, Vegetation Removal along Mississippi River Levee from Canal to Poydras. (O.L.D.)

Mr. Gillen advised that two bids were received for OLD Project 27710, Vegetation Removal along Mississippi River Levee from Canal to Poydras. The vegetation that is to be removed consists mostly of 20 to 30-ft palm trees along the floodwall. The tree removal is being done at the direction of the USACE. The trees are all located within ten feet of the floodwall. The lowest bid was submitted by Hamps Construction in the amount of \$99,000. The second bid was in the amount of \$248,000. He recommended that the contract be awarded to the lowest responsive bidder.

Craig Berthold commented about the award of the contract by the USACE for the removal of the vegetation along the 17th Street Canal and asked whether the USACE had anything to do with the award of this contract. Mr. Doody responded that he would provide additional information to Mr. Berthold.

A motion was offered by Mr. Estopinal, seconded by Mr. Doody and unanimously adopted, to recommend that the Board approve the award of the subject contract to the lowest responsive bidder.

E. Discussion of a proposal for Fenstermaker to provide surveying services on the Lakefront Levee at Crowder, Read and Bullard. (O.L.D.)

Mr. Gillen explained that the DOTD ROW along Hayne Boulevard expands in three areas due to the location of a middle turning lane in the roadway. The ROW in these areas extends into the levee section causing the levee segments to be steeper and impeding grass maintenance. The OLD is attempting to correct this situation and will request a proposal from one of the SLFPA-E's Indefinite Delivery-Indefinite Quantity (ID-IQ) contractors (Fenstermaker) for cross section surveys in the three locations (Crowder, Read and Bullard Avenues). A method of repair will then be determined.

F. Discussion of an amendment to the agreement with the Coastal Protection and Restoration Authority for the operation and maintenance of the Hopedale Hydrologic Restoration Project to provide additional funding and extend the expiration date of the agreement. (LBBLD)

Mr. Cali advised that the amendment would extend an existing CEA with CPRA and the Department of Natural Resources (DNR) for the LBBLD to continue operating the Hopedale Hydrologic Restoration Project. DNR is the owner of the structure and is responsible for its operation and maintenance. The LBBLD operates the structure under the terms of the CEA for DNR and is reimbursed for labor and materials.

Levee District Reports: (copy of reports appended to minutes)

Hurricane and Storm Damage Risk Reduction System (HSDRRS) Status Report:

Mr. Turner reviewed the highlights of the HSDRRS Status Report. He added that a meeting will be held today at the USACE to review some of the significant issues that must be resolved related to some of the projects in St. Bernard Parish.

Lake Borgne Basin Levee District (LBBLD): Mr. Cali reviewed the highlights of the LBBLD Status Report. He advised that the Bayou Dupre Sector Gate (LPV 144) has been dewatered and work has commenced.

Orleans Levee District (O.L.D.): Mr. Gillen reviewed the highlights of the O.L.D. Status Report. He noted that the Lakefront Seawall Erosion Control Project for Reaches 4 and 5 was rebid and that the new bids will be opened on March 19th. Therefore, a recommendation will be provided to the Board for the award of the construction contract and for the construction administration and inspection for the project.

East Jefferson Levee District (EJLD): Fran Campbell, EJLD Executive Director, reviewed the highlights of the EJLD Status Report.

There was no further business; therefore, the meeting was adjourned at 10:45 a.m.