

**MINUTES OF  
SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY-EAST  
OPERATIONS COMMITTEE MEETING  
HELD ON SEPTEMBER 21, 2017**

PRESENT: Mark L. Morgan, Acting Chair, Committee Member  
Clay Cosse', Committee Member

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The Operations Committee of the Southeast Louisiana Flood Protection Authority-East (SLFPA-E or Authority) met on September 21, 2017, in the Franklin Avenue Administrative Complex, Meeting Room 201, 6920 Franklin Avenue, New Orleans, Louisiana. In the absence of Mr. Miller, Mr. Morgan served as Acting Chair of the Committee and called the meeting to order at 10:20 a.m.

**Opening Comments:** Mr. Morgan noted that many of the questions concerning important items are answered at the Committee meetings so that recommendations can be provided to the Board.

**Adoption of Agenda:** The agenda was adopted by the Committee as presented.

**Approval of Minutes:** The approval of the minutes of the August 17, 2017 meeting was deferred to the October Committee meeting.

**Public Comments:** None.

**New Business:**

**A. Discussion of increase for Railroad Consultants, Inc.'s Observer Services from \$50,000 to \$150,000 for the drainage repairs under the Norfolk Southern tracks on the flood side of the Citrus Lakefront Levee from Lakefront Airport to Southpoint.**

Stevan Spencer, Chief Engineer, advised that the Orleans Levee District (O.L.D.) has an on-going major drainage repair project that involves 95 to 100 drainage pipes that go underneath the railroad tracks and riprap foreshore protection. The pipes collect water from the floodside of the Citrus Lakefront Levee and carry the water into the lake.

Ryan Foster, Engineer, explained that flagman services are required any time work is performed within the railroad right-of-way. Initial discussions with Norfolk Southern Railroad involved the availability of a Railroad flagman during the entire course of the project. However, the cost of flagman services is about double the cost of observer services. Norfolk Southern provided the names of two approved companies that provide observer services that coordinate train traffic and ensure that the contractor abides by all of the Railroad's rules and regulations. The O.L.D. obtained quotes from the two companies and recommended retaining the services of the company that provided the lowest quote. The observer service would be in lieu of flagman services.

The O.L.D. is responsible for the cost for whichever service is used (flagman or observer service).

Mr. Foster further explained that at the time the project started, it was thought that partial observer services and flagman services would be needed; however, the O.L.D. found out that observer services are acceptable for the entire length of the project. An initial not to exceed cost was set at \$50,000. However, since observer services will be used for the full length of the project, the not to exceed cost should be increased to \$150,000. The O.L.D. has an onsite inspector for the project to ensure conformance. As the project progresses, a greater number of the drainage pipes are being found damaged than initially anticipated. Many of the damages occurred when the rock dike was put in place to protect the railroad tracks. Therefore, the contractor must remove the rock dike and install stronger new pipe.

Mr. Morgan advised that the Committee can advise the Board about the proposed cost savings and suggest approval of the observer service.

**B. Discussion of increase to contract amount from \$63,449.00 to \$88,390.57 for Cycle Construction Company, LLC's contract for the London Avenue Canal Levee Repair Project.**

Felton Suthon, Engineer, explained that initially a drain inlet was to be placed near the street; however, after work commenced, a decision was made to move the drain inlet back towards the levee. Approximately 900 feet of levee was supposed to drain onto Parks and Parkways' property and dissipate; however, Parks and Parkways built up the property in some places six to eight feet. Therefore, fill was put in place to direct the drainage and a small berm was constructed to ensure the drainage flowed into the inlet. He advised that the cost increase was reviewed and appeared correct.

Mr. Spencer pointed out that the agenda item should be corrected to read \$88,390.57 instead of \$88,290.57.

**C. Discussion of proposed Amendment No. 2 to the Intergovernmental Agreement between the CPRA and SLFPA-E to increase HNTB's Task by \$22,228, for an amount not to exceed \$135,194.50 for construction management, for the LPV 00.2 Levee Lift Project.**

Mr. Spencer explained that services for the East Jefferson Levee District Levee Lift Projects are being extended to include the month of September. He pointed out that the correct not to exceed amount for the amendment to the Intergovernmental Agreement (IA) with the Coastal Protection and Restoration Authority (CPRA) and HNTB Task is \$135,194.50. The LPV 00.2 Levee Lift Project is being constructed through the IA with the CPRA.

**D. Discussion of proposed amendment to Task Order No. 2 issued to Linfield Hunter and Junius, Inc., to provide an increase of \$39,919.03 (from \$164,316.98 to \$204,236.01) for Engineering During Construction and Construction Management for the LPV 19.2 and 20.1 Levee Lift Project.**

Mr. Spencer advised that part of the additional documentation that is needed is due to the additional construction at the Coast Guard ramp.

**E. Discussion of proposed contract with Ceres Environmental Services, Inc., Cycle Construction, LLC, and DRC Environmental Services, in accordance with FEMA requirements, to provide a proposal for the timely removal of post hurricane and high water event debris on levee rights-of-ways and public properties to an approved disposal site.**

Mr. Spencer explained that staff has been attempting to put contracts in place for debris removal and monitoring and for repairs should a storm event occur. Requests for Qualifications (RFQ's) were advertised for the services. AECOM developed the advertisements and RFQs so that everything would be done properly in order to put the services in place so that they would be available should an event occur and the costs could be reimbursed by FEMA. Three firms responded to the RFQ for debris removal. He recommended that the Authority contract with all three firms. The Authority anticipates reissuing all three RFQs in June in anticipation of the next hurricane season.

**F. Discussion of proposed contract with Tetra Tech, Inc., in accordance with FEMA requirements, to provide a proposal for the monitoring of post hurricane and high water event debris removal and disposal services.**

Mr. Spencer advised that Tetra Tech, Inc., was the only firm that responded to the RFQ for monitoring services.

**G. Discussion of proposed contract with Cycle Construction, LLC, Hydradyne LLC, and M.R. Pittman Group, LLC, in accordance with FEMA requirements, to provide a proposal after a storm or other qualifying event for the operation and repair of flood control structures owned and operated by SLFPA-E.**

Mr. Spencer explained that the proposed services are specifically for the IHNC Surge Barrier Sector and Barge Gates and other complex structures should damage occur from a storm or other type of qualifying event. Mr. Morgan pointed out that the contracts would be for emergency repair services.

The Committee will recommend that the Board approve contracting with Cycle Construction, LLC, Hydradyne LLC, and M.R. Pittman Group, LLC, for the repair services.

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