

**NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY  
MINUTES OF THE RECREATION/SUBDIVISION COMMITTEE MEETING  
THURSDAY SEPTEMBER 4, 2014 – 2:30 P.M.**

The regular monthly meeting of the Recreation/Subdivision Committee of the Non-Flood Asset Protection Management Authority was held on Thursday, September 4, 2014 at 2:30 p.m., in the Lake Vista Community Center, 2<sup>nd</sup> Floor, 6500 Spanish Fort Blvd., New Orleans, Louisiana after due legal notice of the meeting was sent to each Board member, the news media, and a copy of the call was posted.

Chairman Ernst called the meeting to order at 2:36 p.m. and led in the Pledge of Allegiance.

The roll was called which constituted a quorum.

**PRESENT:**

Chairman Greg Ernst  
Vice Chair Darrel Saizan  
Commissioner William Settoon

**FURTHERMORE PRESENT**

Commissioner Thomas Fierke

**ABSENT**

Commissioner Stanley Brien

**STAFF:**

Louis Capo - Executive Director  
Sharon Martiny - Non-Flood

**ALSO PRESENT:**

Gerard Metzger – Legal Counsel  
Al Pappalardo – Real Estate Consultant  
Walter Baudier – Design Engineering, Inc.  
Sarah Mclaughlin – USACE  
Joey Upson – USACE  
Jay Proskovec – PCCP Constructors  
Anthony Bertucci – PCCP Constructors  
Aaron Hankammer – PCCP Constructors

**OPENING COMMENTS**

Commissioner Ernst welcomed the new members of the Non-Flood Protection Asset Management Authority Board, William Settoon and Thomas Fierke. John Trask ably served on the Recreation/Subdivision Committee for the last four years. I look forward to a productive four years.

**ADOPT AGENDA**

Commissioner Saizan offered a motion to adopt the Agenda, seconded by Commissioner Settoon and unanimously adopted.

**APPROVAL OF MINUTES**

Approval of the minutes of the March 6, 2014 Recreation/Subdivision Meeting were deferred.

**OLD BUSINESS**

**1) Update by USACE and PCCP Constructors on the outfall canal excavation work and Lakeshore Drive closures and road conditions**

Jay Proskovec, PCCP Constructors, is here to address excavation work and road conditions pertaining to the outfall canal project. There are concerns regarding debris

and track-out of mud coming from the construction site. Normally, there is a street sweeper that cleans up mud and debris during the day and night shift. That street sweeper had broken down and could not keep up the operation resulting in issues with mud and track out the following morning. The street sweeper has been repaired and is working well. There is a vacuum system in the center of the street sweeper that will pick up as it sweeps, however, there will be debris sent off to the side. Multiple passes by the street sweeper are required to cover the entire road. There is also a 50-foot rock section track-out path, which is overturned daily. The rock path will knock debris off of the tire tread, but there will be some mud that is tracked out of the area. There is also a broom for any built-up material. The broom removes any built up material and pushes the debris to the side and the street sweeper passes to pick up that debris. As the project moves forward the number of trucks in the area decrease.

Anthony Bertucci, PCCP site manager, informed the Committee that there are currently seven to nine trucks hauling material during day and night shifts. The nine trucks run in loops leading to approximately 85 truckloads per day. The 30 trucks during the peak of the project have been reduced due to the nature of the excavation. The initial cut, which removed 70% of the material from the coffer dam, is now in the slower clamming operation. Approximately 1,000 cubic yards of material is being removed per day. The trucks transport the material to two dump sites in New Orleans East. It is anticipated that excavation will be complete at Orleans Canal September 14<sup>th</sup> or 15<sup>th</sup>. The London Canal is currently at its peak with approximately 20 trucks per shift until initial excavation is complete. There is approximately two weeks of initial excavation before the clamming operation.

Mr. Bertucci advised that the coffer dam is complete. Pile driving for the west T-wall installation will take approximately one month. On October 20<sup>th</sup> pump station pile driving will begin, and will take approximately one month to complete. Pile driving will come to a lull at the Orleans site in early November when the pump station is complete and work starts further to the east on the bypass structure and east T-wall at Orleans Canal.

Mr. Bertucci noted that there was some concern regarding the condition of the striping on Lakeshore Drive. After inspection of the striping, the striping was pressure washed and cleaned and appears to be in its original condition. Upon completion of the excavation, the road closure will be removed and there will be a thorough cleaning of the roadway to determine if there is any damage to the striping other than normal use. Jim Martin, DEI, advised the Committee that the striping remains under the control of the contractor, and that job has not been released. There is some concern that the contractor will assert that PCCP damaged the striping. DEI agreed to examine the striping to ensure it is in the same condition that it was prior to PCCP starting this project.

Initial excavation at London Canal will be complete mid-October. There will be a final dredge to open up the canals once the pump station construction is complete. Permanent bulkheads and T-walls will have to be placed as these cannot go in until other parts of the project are complete. Mr. Proskovec added that contractual completion of the project is January of 2017, but the current schedule has completion in mid-July 2016.

Mr. Bertucci advised that PCCP has speed monitoring devices (kubits) in all trucks and concrete trucks. The kubits are phones with GPS units that track speed, acceleration, deceleration and the route taken. E-mail alerts are sent if a truck goes off route and there is criteria given that allows PCCP to determine if trucks are adhering to the rules. If a driver is in violation more than once the driver is asked to leave the site. This does not apply to water and lubrication trucks as these trucks typically stay on approved routes. If Marconi Drive is used for a run an e-mail is sent advising the homeowners association.

Aaron Hankammer, PCCP Constructors, addressed issues with the recirculation line at the 17<sup>th</sup> Street Canal. There are two 60-inch lines going into the 17<sup>th</sup> Street Canal and Orleans Marina that provide circulation to keep the water from stagnating. The lines are being impacted due to PCCP's construction. The Corps wants PCCP to relocate the lines outside the protected area. The proposed plans will follow outside the new floodwall on the flood side of the levee system. The current lines must be shut down for approximately 30 days to complete the tie in. Approval for the drain line project was through USACE. It is not known if a 30-day shut-down will have an impact on the Orleans Marina.

**ANNOUNCEMENT OF NEXT MEETING**

Chairman Ernst announced that the next Recreation/Subdivision meeting is scheduled for Thursday, October 7 at 2:30 p.m.

**ADJOURNMENT**

Commissioner Ernst Saizan offered a motion to adjourn, seconded by Commissioner Settoon and unanimously adopted.

The meeting adjourned at 3:13 p.m.