

**PORT OF IBERIA DISTRICT  
BOARD OF COMMISSIONERS  
SPECIAL MEETING - FRIDAY, AUGUST 7, 2015  
PORT ADMINISTRATIVE OFFICE – 12:00 P.M.  
MINUTES**

The Special Meeting of the Port of Iberia District Board of Commissioners was called to order by Commissioner Danny J. David, Sr., Board President, at the Port of Iberia Administrative Office, on Friday, August 7, 2015, at 12:00 P.M.

In attendance were Commissioners Danny J. David, Sr., Board President, Larry G. Rader, Vice-President, Gene L. Jefferies, Secretary-Treasurer, Roy A. Pontiff, and Mark Dore'.

Commissioners Elbridge "Smitty" Smith III, and Simieon d. Theodile were absent.

Also present were Craig F. Romero, Executive Director, Joanna D. Durke, Administrative Assistant, Tracy Domingue, Secretary-Bookkeeper, and Ray Allain, Port Attorney.

Thus, with a quorum being acknowledged, Commissioner Larry G. Rader recited the opening prayer and the Pledge of Allegiance.

The purpose of the Special Meeting was to receive information from CB&I regarding the status of construction on Bulkhead 12A (POI Public Dock), as it relates to obstructions that exist behind the Sheet Pile Wall which are preventing the Contractor from continuing with the construction of the project.

**I. REPORT FROM MR. DUSTIN MALBROUGH, CB&I ON THE LA DOTD PORT CONSTRUCTION & DEVELOPMENT PRIORITY PROGRAM: PHASE II OF STATE PROJECT NUMBER 578-23-0018/H.009021(322) PORT-SITE BULKHEAD RELOCATION PHASE II-A BULKHEAD 12A (for the AGMAC Bulkhead Relocation & Design Project (Public Property)).**

**{1} Status of Construction on Bulkhead 12A (POI Public Dock):  
Presentation Regarding Obstructions that Exist behind the Sheet Pile Wall which are preventing the Contractor from continuing with the Construction of the Project.**

**{2} Discuss/Consider Options.**

At the July 21, 2015 Regular Board Meeting, Mr. Malbrough presented a Power Point Presentation depicting the location of the existing sheet pile wall at Bulkhead 12A

(Commercial Canal – POI Public Dock). The affected area is at proposed anchors 197 and 198, and the extent and purpose of the sheet pile wall was unknown.

At said meeting, Mr. Malbrough also reported that a Geophysical Survey was performed by Quaternary Resource Investigations, LLC (QRI). QRI utilized a combination of non-destructive methods to locate the existing sheet pile to the best of their ability without disturbing the existing concrete slab. The two methods used included Electromagnetic Induction and Ground Penetrating Radar. Electromagnetic Induction was inconclusive due to the amount of steel in the surrounding area; however, using the Ground Penetrating Radar, QRI was able to locate the sheets 3.5 feet beneath the surface of the concrete slab for a distance of approximately 9.5 feet from the face of the existing bulkhead. The costs for QRI to perform the stated work did not exceed \$3,000.00.

Furthermore, it was noted that CB&I had requested an estimate for removal from the contractor, and that CB&I was in the process of developing alternatives in lieu of removal.

Mr. Malbrough presented a new and updated version of the Power Point Presentation to the Board dated August 7, 2015 (regarding their findings) which entails various options for the Board to review. Those options include: **Option 1:** Excavate and remove all existing riprap and the discovered sheet pile wall, maintain the integrity of the existing tieback system, backfill and replace concrete slab and install anchors as originally designed; **Option 2:** Using a rock drill, pre-drill holes at existing anchor locations (approximately \$13,500/day), install anchors everywhere except for those affected by the existing sheet pile wingwalls, and install king piles instead of regular sheet piles at the location of the existing sheet pile wingwalls; and **Option 3:** Excavate and remove the existing sheet pile wingwalls only and replace concrete slab in the excavated area, using a rock drill, pre-drill holes at existing anchor locations, and install anchors as originally designed.

The Contractor, Coastal Bridge Company has provided a preliminary cost estimate in the amount of \$775,550.71 to perform the necessary work regarding the removal of the obstruction. It is noted that approximately \$61,246.00 included in the cost estimate is for equipment standby. An email dated August 7, 2015 from Mr. Dustin Malbrough was presented for review regarding same. Lengthy discussion ensued.

**A motion was made by Commissioner Larry G. Rader, seconded by Commissioner Gene L. Jefferies, to approve and authorize the engineer (CB&I) to negotiate Change Order Number 1 with Coastal Bridge Company (contractor) to provide excavation of rip-rap material and backfilling of that excavation area and refurbishing the concrete to the existing condition, at the best cost that the engineer is capable of negotiating in the interest of the Port not to exceed**



\$775,551.00; and motion further stipulates the redefinition of the working days from Monday thru Friday to Monday thru Sunday; all contingent upon the review and approval of the Port Attorney and the LA Department of Transportation & Development.

This motion having been submitted to a vote, the vote thereon was as follows:

Yeas: Danny J. David, Sr., Larry G. Rader, Gene L. Jefferies, Roy A. Pontiff, and Mark Dore'.

Nays: None.

Absent at Voting: Elbridge "Smitty" Smith III, and Simieon d. Theodile.

And the motion was therefore passed on this the 7th day of August, 2015.

## II. ADJOURNMENT.

On a motion made by Commissioner Mark Dore', seconded by Commissioner Larry G. Rader, the meeting was adjourned at 1:10 p.m.

  
SECRETARY-TREASURER

  
PRESIDENT