



Protecting our bays and estuaries

PHYSICAL: 1305 N Shoreline Blvd, Suite 205, Corpus Christi, TX 78401
MAILING: P.O. Box 23025, Corpus Christi, TX 78403-3025

PHONE: 361-336-0304
EMAIL: info@cbbep.org

Date: September 20, 2023

To: Matagorda Bay Mitigation Trust

From: Rosario Martinez

RE: Statement of Work; Protection and Restoration of Matagorda Island West Marsh, Aransas National Wildlife Refuge (Contract #7)

Activities During Payment Request Period:

After a bidding process, Lester Contracting, Inc. was selected as the construction contractor for the Matagorda project. The contract was executed on July 26, 2023. The contract awarded the base bid (B-SR-1 site), Additive Bid #4 (FH-SR-3 site), and Additive Bid #5 Demobilize/Remobilize). Lester Contracting must leave Matagorda Island by October 31, 2023, for the upcoming wintering whooping crane season and may return May 1, 2024, to complete any remaining work. Lester Contracting began mobilizing on July 31, 2023. They began transporting stone from the north end of the Island where material is offloaded to the south end of the island and stockpiled on the runway area. Lester Contracting has been grinding runway to create reclaimed material at the south end of the island for levee topping and roadway repairs. They have placed material within the levee reconstruction area at B-SR-1 using the stockpiled material south of the site. Stone has been placed at B-SR-1. Lester Contracting has been offloading materials at FH-SR-3. They continue to transport limestone base material from the north end to the south end of the island via trucks.

Deliverables and Supporting Documentation included with this Payment Request:

- Lester Contracting Invoice # 2313601 dated August 31, 2023. \$1,680,925.25 (MBMT Portion \$498,000)
- Site Visit #1/HDR Construction Status Report (Date of Site Visit: 08/15/2023)
- Site Visit #2/HDR Construction Status Report (Date of Site Visit: 08/24/2023)
- Site Visit #3/HDR Construction Status Report (Date of Site Visit: 08/31/2023)

**COASTAL BEND BAYS & ESTUARIES PROGRAM
MATAGORDA ISLAND UNIT OF ANWR – POST-HARVEY REPAIRS**

SITE VISIT #1/ CONSTRUCTION STATUS REPORT

Date of Site Visit: 8/15/2023

By: Cameron Perry

Site Visit Participants:

Cameron Perry (HDR - Engineer)
Hunter Balbin (HDR - Engineer)
Rosario Martinez (CBBEP – Owner)
Felipe Prieto (USFWS – Project Partner)
Ken Lester (Lester – Contractor)
Buddy Janca (Lester – Contractor)

Important Dates

- July 31, 2023
- Interim island work completion date: 10/31/2023
- Re-start island work date: May 1, 2024
- Final Completion date: 10/31/2024

Notes:

- None

Completed Work:

- Mobilization
- Clearing and grubbing of sand stockpile along roadway south of B-SR-1.

Work In-progress:

- Initial survey has been performed, but information has not yet been provided.
- Contractor grinding runway to create reclaimed material at south island runways for levee topping and roadway repairs.
- Transporting stone from north end of island where material is offloaded to the south end of the island and stockpiled on runway area.
- Contractor making repairs to main island roadway.
- Placing material within the levee reconstruction area at B-SR-1 using stockpile material south of site.

Issues Identified:

- None

Clarifications/Directions Given:

- Discussed location of shoreline protection on south portion of levee (starting at STA 0+00). This area is mainly already at grade and intent is not to over excavate, but rather to follow along existing edge of grade and then slope at 1V:3H to allow placement of stone revetment. Other areas that are being built up/repared will be at sections shown in drawings.
- Discussed revision of revetment template to be trapezoidal shape with top of stone starting at edge of levee width. Will be typically 1V:3H. Steepest would be 1V:2.5H.
- Section thickness to remain 2 ft to accommodate stone sizes and get 2 layers with good interconnection. Top of toe of revetment can be 0.5 to 1 ft below existing grade. Intent is to key in stone protection.

- Contractor may shift culvert locations slightly based on field conditions and to avoid existing resources. Southernmost culverts to be shifted north approximately 5-10 feet.
- Contractor discussed how to perform interim surveys to document stone thickness. Surveyor (RPLS) availability at site is limited due to remote location. Contractor will leave gap in stone placement to allow survey of completed levee grade and placement of geotextile. Once survey is completed stone will be placed to finish the revetment section. Engineer agreed to Contractor's proposal for surveying.
- Discussed that Contractor contact Engineer prior to first culvert placement to review procedures. Engineer will have staff on site during culvert placement/anchoring.
- At FH-SR-3, Contractor suggested expanding on existing water holding area as a potential sand source rather than trucking material from the north end of the island. Engineer recommended Contractor provide a proposal in an RFI for review and discussion by Owner and Project Partner (USFWS).

Review of Upcoming Construction Activities:

- Continue construction of levee breach closure at B-SR-1 and will begin placement of geotextile and stone to provide shoreline stabilization.
- Continue transport of stone to south end of the island.
- Placement of culverts at B-SR-1.

Review of Project Schedule:

- Project appears to be on schedule.

Attachments:

Digital photographs



Photo 1. South end of cleared sand stockpile near B-SR-1 (looking north).



Photo 2. North end of cleared sand stockpile near B-SR-1 (looking north). Note area that has removed sand for placement in breach closure.



Photo 3. Placement of stockpile sand to fill levee breach on south end of breach (looking south) at approximately STA 150+00.



Photo 4. Placement of stockpile sand to fill levee breach on south end of breach (looking north) at approximately STA 100+00.



Photo 5. Area to be filled at B-SR-1 (looking north). Pink states denote levee roadway limits.



Photo 6. Tall poles mark initial culvert location at approximately STA 2+00 (looking west). Culverts to be shifted 5-10 feet north to avoid impacts to oyster resource.



Photo 7. Stockpile of revetment stone on south runway (looking south).



Photo 8. Loading reclaimed runway material into dump truck.



**COASTAL BEND BAYS & ESTUARIES PROGRAM
MATAGORDA ISLAND UNIT OF ANWR – POST-HARVEY REPAIRS**

SITE VISIT #2/ CONSTRUCTION STATUS REPORT

Date of Site Visit: 8/24/2023

By: Hunter Balbin

Site Visit Participants:

Hunter Balbin (HDR - Engineer)
Felipe Prieto (USFWS – Project Partner)
Buddy Janca (Lester – Contractor)

Important Dates

- July 31, 2023
- Interim island work completion date: 10/31/2023
- Re-start island work date: May 1, 2024
- Final Completion date: 10/31/2024

Notes:

- High water level due to storm, crew to continue work by damming up water and have excess water pumped out.

Completed Work:

- Mobilization
- Clearing and grubbing of sand stockpile along roadway south of B-SR-1.

Work In-progress:

- Contractor grinding runway to create reclaimed material at south island runways for levee topping and roadway repairs.
- Transporting stone from north end of island where material is offloaded to the south end of the island and stockpiled on runway area.
- Contractor making repairs to main island roadway.
- Placing material within the levee reconstruction area at B-SR-1 using stockpile material south of site.
- Transporting limestone base material from north end of island to south end of the island via trucks.
- Stone has been placed on west side of B-SR-1 up to approximately 4+00. Stone revetment placed on east side up to approximately 3+50

Issues Identified:

- Higher water level due to storm, crew will continue by damming edge of levee and pump excess water out.

Clarifications/Directions Given:

- None

Review of Upcoming Construction Activities:

- Continue construction of levee breach closure at B-SR-1 and will begin placement of geotextile and stone to provide shoreline stabilization.
- Continue transport of stone to south end of the island.
- Placement of culverts at B-SR-1.

Review of Project Schedule:

- Project appears to be on schedule.

Attachments:

Digital photographs:



Photo 1. South end of B-SR-1 (looking north)



Photo 2. Middle of B-SR-1 (looking north). Note higher water levels due to storm.



Photo 3. Extent of placed sand on B-SR-1 (looking south).



Photo 4. Placement of riprap and geotextile on east side up to approximately STA 3+50 (facing south).



Photo 5. Placement of riprap and geotextile on west side up to approximately STA 4+00 (facing south).



Photo 6. Base material on the southern runway brought in from the north (facing south).



Photo 7. Stockpile of revetment stone on western part of runway (looking west).



Photo 8. Stockpile of revetment stone on north end of island to be transported.

**COASTAL BEND BAYS & ESTUARIES PROGRAM
MATAGORDA ISLAND UNIT OF ANWR – POST-HARVEY
REPAIRS**

SITE VISIT #3/ CONSTRUCTION STATUS REPORT

Date of Site Visit: 8/31/2023

By: Hunter Balbin

Site Visit Participants:

Hunter Balbin (HDR - Engineer)
Rosario Martinez (CBBEP – Owner)
Quinn Hendricks (CBBEP – Owner)
Felipe Prieto (USFWS – Project Partner)
Carmen Blumberg (USFWS – Project Partner)
Buddy Janca (Lester – Contractor)

Important Dates

- July 31, 2023
- Interim island work completion date: 10/31/2023
- Re-start island work date: May 1, 2024
- Final Completion date: 10/31/2024

Notes:

- None

Completed Work:

- Mobilization
- Clearing and grubbing of sand stockpile along roadway south of B-SR-1.

Work In-progress:

- Contractor grinding runway to create reclaimed material at south island runways for levee topping and roadway repairs.
- Transporting stone from north end of island where material is offloaded to the south end of the island and stockpiled on runway area.
- Contractor making repairs to main island roadway.
- Placing material within the levee reconstruction area at B-SR-1 using stockpile material south of site.
- Contractor offloading materials at FH-SR-3 near dried up water hole as discussed in previous visit.
- Contractor developing roadway to FH-SR-3
- Transporting limestone base material from north end of island to south end of island via trucks.

Issues Identified:

- None

Clarifications/Directions Given:

- Contractor suggests the installation of culverts be pushed back until proposed levee and rock spans all the way through Little Brundrette Lake to avoid heavy machinery being driven over culverts.

Review of Upcoming Construction Activities:

- Continue construction of levee breach closure at B-SR-1 and will begin placement of geotextile and stone to provide shoreline stabilization.

- Continue transport of stone to south end of the island.
- Placement of culverts at B-SR-1.

Review of Project Schedule:

- Project appears to be on schedule.

Attachments:

Digital photographs



Photo 1. South end of B-SR-1 (looking north).



Photo 2. North extent of stone and geotextile placement (STA 4+00) on east side of B-SR-1 (facing south).



Photo 3. North extent of stone and geotextile placement (STA 4+50) on west side of B-SR-1 (facing south).



Photo 4. North extent of levee material placement (facing north)



Photo 5. Material offloaded at dried watering hole near FH-SR-3.



Photo 6. Repaired road that connects to FH-SR-3 at dried watering hole (facing south)



Photo 7. Grader constructing road towards FH-SR-3 site location (facing west)



Photo 8. Base material offloaded on the southern end of south runway.