

## MEMORANDUM

Date: May 25, 2016

**TO:** Town Commission

**FROM:** Dave Bullock, Town Manager

**SUBJECT:** Resolution 2016-15, Waiver of Procurement Provisions  
Supplemental Truck Haul for South End Beaches

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Pursuant to Section 38.03 of the Code of Ordinances, the Town Commission may waive any provision of Chapter 38 – Purchasing Procedures by resolution. Resolution 2016-15 will waive the provisions of Sections 38.18 Procedure for securing quotes and bids, 38.19 Bidder qualifications, 38.21 Source selection, and 38.22 Competitive sealed bidding of the Code of Ordinances for the purpose of authorizing the contractor of the Central Key Beach Nourishment Project, Earth Tech Enterprises, Inc., to perform additional sand placement for the beach nourishment projects from an upland source similar to the material currently being delivered to the central portion of the Key. The additional sand placement will need to be performed at approximately the same time as the upcoming New Pass dredging and nourishment project due to the recent accelerated erosion conditions along the south end of the Gulf of Mexico shoreline, most notably the shoreline along the L’Ambiance, Longboat Key Club, and Inn on the Beach properties.

**Background:** The Town previously competitively procured the services of Earth Tech Enterprises, Inc. (“Earth Tech”), pursuant to Invitation for Bids #16-020 Central Key Beach Nourishment Project to transport and place beach-compatible sand along certain segments of the beach. The Town and Earth Tech entered into a contract on March 4, 2016 to transport and place beach-compatible sand, from an upland source, along certain segments of beach. Earth Tech to-date has satisfactorily performed the required sand placement services under the contract.

**Determination:** It has been recently determined by the Town’s coastal engineering consultant that due to severe and accelerated erosion conditions in need of immediate attention along the South end of the Gulf of Mexico shoreline of Longboat Key, near the New Pass tidal inlet, another segment of beach requires nourishment using the methods and the beach-compatible sand currently being provided by Earth Tech. As a result of this recent accelerated erosion, it is strongly recommended that the upcoming New Pass dredging and beach nourishment project be supplemented as quickly as possible via the addition of beach compatible sand from an upland source, similar to the material currently being delivered by Earth Tech to the central portion of the Key. Earth Tech has provided a proposal to the Town for the additional sand placement services which includes the same unit price for beach compatible sand and

services as in their original contract pricing as well as indicating a willingness and availability to timely provide these services. Conducting a new procurement solicitation for these additional sand placement services, along with finalizing a contract and the possibility of mobilization time with a new contractor, the procurement process may not be completed in time for the recommended coordination with the New Pass dredging and beach nourishment project.

**Recommendation:** It is in the best interest of the Town to have Earth Tech available to perform the additional sand placement services along the south end of the Gulf of Mexico shoreline of Longboat Key, near the New Pass tidal inlet given Earth Tech's current performance, familiarity with conducting a beach nourishment project, current use and contact of an upland sand source material supplier, and the timing constraints associated with procuring and performing these services in conjunction with the upcoming New Pass dredging and beach nourishment project.

I am requesting that the Town Commission waive provisions of Sections 38.18 Procedure for securing quotes and bids, 38.19 Bidder qualifications, 38.21 Source selection, and 38.22 Competitive sealed bidding of the Code of Ordinances.

This item is placed on the June 6, 2016 Regular Meeting for Commission consideration and formal action.

Please don't hesitate to contact me if you have any questions or need additional information.

## M E M O R A N D U M

**DATE:** May 31, 2016

**TO:** Dave Bullock, Town Manager  
**FROM:** Juan J. Florensa, Public Works Director  
**SUBJECT:** Truck Haul Change Order to Address Severe Erosion Conditions at Inn On The Beach and Key Club

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Over the past 12-18 months we have observed and documented an exceptionally rapid increase in shoreline retreat at Longboat Key Club Resort properties and Inn on the Beach. This area has long enjoyed a wide stable beach over the years and this was not considered for nourishment as part of the New Pass project.

The attached technical report, prepared by our Coastal Consultant Olsen Associates, Inc. (OAI), discusses the causes and magnitude of the problem. It also provides a recommendation to address this severe erosional hot spot.

The delivery of sand via trucks to this section of the beach presents unique challenges to the Town. Unlike other areas, this segment does not have public beach access or unused private property, such as the Colony. Therefore, in collaboration with the Key Club Resort and Inn On The Beach, we are securing access through the privately owned road (Longboat Club Road) and parking areas of the resort.

Key Club General Manager Jeff Mayers has agreed to partially close the southern portion of resort in order to deliver sand without undue disruption to guests. This can only be accomplished during the generally slower month of September.

In order to better ensure this trucked sand performs and is not eroded away (see OAI's attached report), this work must be performed on the heels of the New Pass Dredging Project that will commence in late July.

Based on the above constraints, staff has determined that this additional work can best be accomplished by the issuance of a change order to our current truck haul contract. Earth Tech Enterprises has agreed to perform this additional work under its current contract with the Town utilizing the same unit prices. As you know, this contract was competitively procured through the closed bid process in accordance with Town Code. Earth Tech's bid was the lowest overall out of four other responding firms.

If this change order is approved, we will be hauling approximately 50,000 tons (33,000 cubic yards +/-) of sand to this area. The cost of this work, including mobilization, sand delivery/placement, surveying, vibration monitoring, site restoration and contingency, is \$1,913,100. The current cost of our contract with Earth Tech is \$10,976,519.20, not including this potential change order.

I recommend the issuance of a change order to Earth Tech in the amount of \$1,913,100.

Please feel free to contact me to discuss this further if you have any questions or concerns.

Attachments: 5-26-16 OAI Technical Report

## RESOLUTION 2016-15

**A RESOLUTION OF THE TOWN OF LONGBOAT KEY, FLORIDA, WAIVING THE PROVISIONS OF SECTIONS 38.18, 38.19, 38.21, AND 38.22 OF THE CODE OF ORDINANCES OF THE TOWN OF LONGBOAT KEY FOR THE PURPOSE OF AUTHORIZING EARTH TECH ENTERPRISES, INC., TO PERFORM ADDITIONAL SERVICES REGARDING THE TOWN OF LONGBOAT KEY'S BEACH NOURISHMENT PROJECTS; PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the Town of Longboat Key previously competitively procured the services of Earth Tech Enterprises, Inc., pursuant to Invitation for Bids #16-020 – Central Key Beach Nourishment Project; and

**WHEREAS**, the Town of Longboat Key and Earth Tech Enterprises, Inc., entered into Contract 16-020 for the Central Key Beach Nourishment Project to transport and place beach-compatible sand along certain segments of beach on Longboat Key; and

**WHEREAS**, to-date, Earth Tech Enterprises, Inc., has satisfactorily performed the required services under Contract 16-020; and

**WHEREAS**, it has recently been determined that due to evident erosion concerns another segment of beach on Longboat Key, as shown on Exhibit "A" attached hereto, requires nourishment using the methods currently being provided by Earth Tech Enterprises, Inc.; and

**WHEREAS**, the Town of Longboat Key's coastal engineering consultant has documented these concerns in a technical memorandum attached hereto as Exhibit "B" and further indicated that the nourishment for the segment of beach shown on Exhibit "A" (hereinafter, the "South End Truck Haul Project") must be performed subsequent to the completion of the beach nourishment project using dredged material to the north of this area of concern; and

**WHEREAS**, it is in the best interest of the Town of Longboat Key to have a contractor available to perform the South End Truck Haul Project immediately following the conclusion of the beach nourishment project using dredged material; and

**WHEREAS**, it is further in the Town of Longboat Key's best interest to use Earth Tech Enterprises, Inc., to perform the South End Truck Haul Project given Earth Tech Enterprises, Inc.'s, current performance and familiarity with conducting a beach nourishment project on Longboat Key; and

**WHEREAS**, Earth Tech Enterprises, Inc., has provided a proposal to the Town of Longboat Key for the South End Truck Haul Project indicating a willingness and availability to timely provide said services for the Town of Longboat Key; and

**WHEREAS**, Section 38.03 of the Code of Ordinances for the Town of Longboat Key provides that the Town Commission may waive any provisions of Chapter 38 – Purchasing Procedures by resolution.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF LONGBOAT KEY, FLORIDA, THAT:**

SECTION 1. The above Whereas clauses are hereby incorporated, ratified and confirmed as true and correct.

SECTION 2. The provisions under Section 38.18, 38.19, 38.21, and 38.22 of the Code of Ordinances for the Town of Longboat Key are hereby waived for the Town of Longboat Key's South End Truck Haul Project.

SECTION 3. The Town Manager, on behalf of the Town of Longboat Key, is hereby authorized to negotiate and enter into a Change Order under Contract 16-020 with Earth Tech Enterprises, Inc., to perform the South End Truck Haul Project.

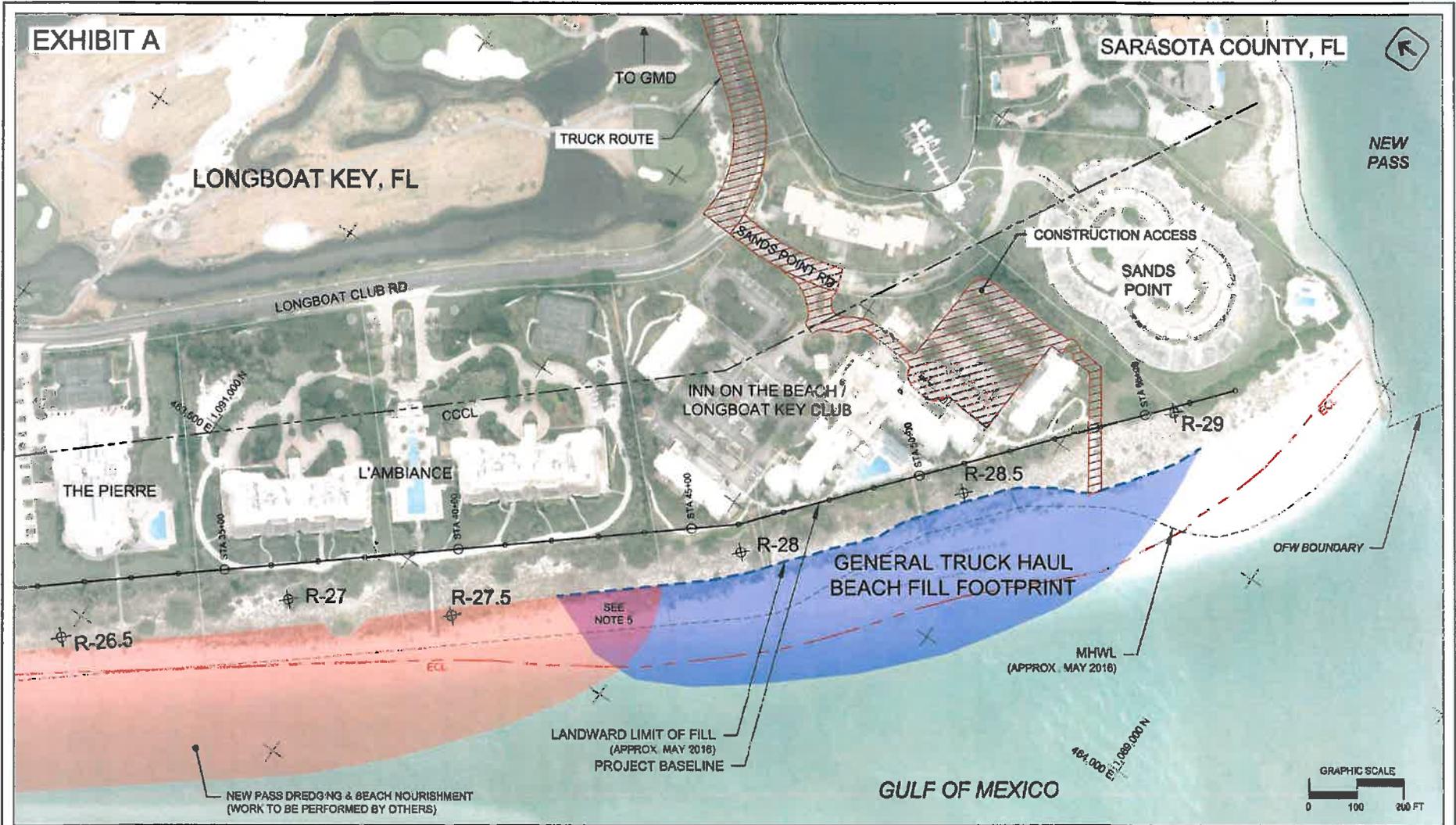
SECTION 4. This Resolution shall become effective immediately upon adoption.

PASSED at a meeting of the Town Commission of Longboat Key, Florida the \_\_\_\_\_ day of \_\_\_\_\_, 2016.

ATTEST:

\_\_\_\_\_  
Jack G. Duncan, Mayor

\_\_\_\_\_  
Trish Granger, Town Clerk



- NOTES:
1. DATUMS - HORIZONTAL: NAD83 SPC (FL WEST), VERTICAL: NAVD83 (UNITS IN FT)
  2. SURVEY DATE: JUNE 2015
  3. AERIAL PHOTO DATE: 22 JUNE 2015
  4. FILL VOLUME AND BERM WIDTH VARY ALONG PROJECT LENGTH.
  5. ALONGSHORE LIMITS OF FILL AND FILL VOLUMES REQUIRED TO CONSTRUCT MAY VARY BASED UPON FIELD CONDITIONS AT THE TIME OF CONSTRUCTION.
  6. BEACH FILL TEMPLATE TO BE RECOMPUTED BY ENGINEER PRIOR TO CONSTRUCTION START AND DURING CONSTRUCTION TO MAINTAIN FILL SCHEDULE.
  7. LANDWARD LIMIT OF FILL TO BE ADJUSTED TO AVOID IMPACTS TO SIGNIFICANT VEGETATION.

**olsen**  
 CONSULTING, INC.  
 10000 W. US HWY 90  
 SUITE 200  
 TAMPA, FL 33613  
 TEL: 813.289.6414  
 ODA: 00003491

TOWN OF LONGBOAT KEY, FL CENTRAL KEY BEACH NOURISHMENT PROPOSED CHANGE ORDER #02: SOUTH END FILL PROJECT PLAN & ACCESS	
DRAWN BY: KJE	DATE: 05/28/2016
CHECKED BY: AEB	DATE: 05/28/2016
REVISOR BY:	DATE:

**SHEET**  
**1**  
 of 1

## EXHIBIT B

### MEMORANDUM

Date: 26 May 2016

To: D. Bullock, J. Florensa – Town of Longboat Key, FL

From: Albert E. Browder, Ph.D., P.E.,  
Senior Engineer *AEBS*

Re: Recommendation for prompt truck-haul sand placement  
Longboat Club Road/Sands Point Rd. - South end of Longboat Key

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**olsen**  
associates, inc.  
Coastal Engineering

This memorandum discusses the severe erosion conditions in need of immediate attention along the south end of the Gulf of Mexico shoreline of Longboat Key, near the New Pass tidal inlet. Shoreline conditions along the southernmost 1.0 to 1.5 miles of the island have deteriorated to a severe level in the last 12 to 16 months, resulting in the loss of a significant volume of sand from the upper beach and the retreating loss of large portions of the vegetated dunes fronting numerous properties along this beach segment. Most notably, the shoreline along the L'Ambiance, Longboat Key Club, and Inn on the Beach properties has been severely impacted by the recent acceleration in erosion (**Figures 1 and 2**). In some areas the loss of vegetated dune width has extended 100 ft or more into the upland.

**RECOMMENDATION** - As a result of this recent accelerated erosion, it is strongly recommended that the upcoming New Pass dredging and beach nourishment project be supplemented as quickly as possible via the addition of sand trucked in from an upland source, similar to the material currently being delivered to the central portion of the Key. The placement of approximately 50,000 tons of the coarser material, in tandem with the dredged material from New Pass placed northward thereof, is expected to restore a significant portion of the dry protective beach width along the Club property, extending northward to tie into the New Pass fill along the L'Ambiance portion of the shoreline.

The New Pass beach fill is presently designed to place sand along the L'Ambiance shoreline northward beyond Longboat Key Towers. There is only a finite quantity of available permitted sand that can be excavated from the New Pass channel borrow area and placed on the beach. Extending the length of the New Pass fill to cover an additional ~1,100-ft segment fronting the Longboat Key Club property would result in a corresponding diminishment (narrowing) of the fill placement for all the properties from L'Ambiance northward. To avoid that diminishment, it is proposed to supplement the dredging and beach fill project with trucked-in sand. An access point for the trucked-in sand is being developed at the southern end of the Club property.

The objective of the supplemental truck haul project is to extend the overall sand placement project southward to address the LBK Club property, and to have both sand placement efforts compliment and protect one another. For that reason it is very important that the two projects be built at approximately the same time. The dredged beach fill will protect and feed the trucked fill, and the coarser trucked fill will help to anchor the dredge fill and slow the natural losses from that fill.

CAUSES OF ACCELERATED EROSION - Observations based upon recent aerial photography indicate that the New Pass tidal inlet has created a new marginal flood channel along the southern Longboat Pass shoreline (**Figure 1** and **Figure 3**, dated 9 May 2016). The New Pass channel has not been excavated since 2009, and in the intervening time, the 'channel' orientation has drifted and rotated southward, elongating seaward during the process. As a result, the conveyance, or draw, of tidal waters into the inlet has become inefficient. Due to this inefficiency, the inlet has 'carved' a new shore-parallel pathway across the northern ebb shoal of the Pass in order to more efficiently draw in flood tide waters. This channel of deeper water lies along the southern L'Ambiance and Club shorelines, directly at the submerged toe of the beach profile. As a result, sand from the toe of the beach profile is continually eroded away due to the flood tide currents and any wave action the beach experiences, thus creating accelerated retreat of the shoreline and the dunes.



**Figure 1** Erosional conditions along the northern portion of the Longboat Key Club shoreline. Compared to June 2015 photography the shoreline has retreated by well over 100 ft since June 2015, in response to the encroachment of a marginal flood channel (photo, 12 May 2016).



**Figure 2** Erosional conditions along the L'Ambiance shoreline north of the Longboat Key Club shoreline. The vegetation line previously extended to the end of the walkover seen in the image (9 March 2016).



**Figure 3** Conditions at New Pass and the south end of Longboat Key, FL, on May 9<sup>th</sup>, 2016. The image illustrates the location of a marginal flood channel encroaching upon the southern shoreline at the Longboat Key Club.

Concurrently, most of the Longboat Key beaches have not received any significant infusion of beach nourishment sand since 2005-2006. Thus, the channel dredging and beach placement of sand, to be supplemented via the truck-hauled sand, will a) place a large volume of sand along the shoreline at and northward of the problem area b) improve the tidal flow efficiency of the inlet, and c) provide some volume of sand to overcome and diffuse the marginal flood channel. As mentioned above, however, there is a finite volume of available permitted sand that can be excavated from the inlet. That volume is less than the volume of sand that has eroded from the southern end of Longboat Key since 2005-2006, hence the need to supplement the dredged sand placement with the coarser trucked sand, rather than lengthen (and narrow) the dredge fill to cover the Club shoreline. It is proposed to add approximately 50,000 tons of trucked sand, which is expected to translate to as much as 33,000 cubic yards of sand on the beach. This additional sand placement will tie in to the New Pass fill to the north, blending the two projects together, better protecting the L’Ambiance and Club shoreline, and creating a smooth transition to the southern terminus of Longboat Key.

Please do not hesitate to contact us if you have any questions regarding this recommendation. Thank you.





**End of Agenda Item**