



Regional Transit Authority

Change Order Routing Sheet

INSTRUCTION: The user department is responsible for providing the information requested below (all parts), securing the requisite signatures, attaching a justification for the change order, and providing a responsibility determination, with pertinent contact information.

- A. Department Representative to participate in procurement process:

| | | |
|-------------------------|------------------------|-------------|
| <u>Darrell LaFrance</u> | <u>Project Manager</u> | <u>8310</u> |
| Name | Title | Ext. |

- B. Contract No.: RFQ #2019-006 Change Order # Time Impact Analysis of Temporary Berthing
Contract Title and PO No: Canal Street Ferry Terminal Project – Po No 912770

- C. Contract History:

| | |
|---|-------------------------|
| Original Award Value | \$ <u>22,928,685.00</u> |
| Previously Executed Change Orders Value | \$ <u>3,186,247.78</u> |
| Adjusted Contract Value (Prior to Requested Change Order) | \$ <u>26,114,932.78</u> |
| Current Change Order Value | \$ <u>585,000.00</u> |
| Revised Contract Value (w/current change order) | \$ <u>27,494,657.41</u> |

- D. Justification of Change Order: Time Impact Analysis of Temporary Berthing

This change order request is for additional contract time and additional general conditions and scheduling consultant cost owed to Woodward/APC, A

joint Venture due to the owner responsible delays to the critical path of the project.

The additional contract time requested is 158 calendar days from the contract substantial completion date (152 calendar days from the current substantial completion date after adjusted for CO#4). The use of time impact analysis comparing the baseline schedule to project updates #17 covering the time from September 10, 2020, to February 1, 2022, proved a 158-calendar day delay. The time impact analysis was completed by

the project's scheduling consultant, PMO Link. The Delay Claim Agreement was negotiated between the Owner and Woodward/APC, A Joint Venture. A

formal report of the TIA analysis with conclusions is attached to this change order request. Note that any delays after March 1, 2022, will be dealt with in

a separate change order request.

The additional general conditions cost is calculated as shown in the attached after negotiations with RTA. The attached outlines the methodology for

calculating the labor costs of estimated compared to actual. Further attachments outline the cost impacts of the general conditions' material, equipment,

- E. and subcontract costs.

Type of Change Requested: Administrative Supplemental Termination

- F. Responsibility Determination: Price determined fair and reasonable based on

- G. Prime firm's DBE/SLDBE Commitment (NOTE: The Prime Firm must be notified by the Project Manager that the DBE Commitment percentage applies to the Total Contract Value after all amendments and change orders.):

_____ % DBE _____ % SLDBE _____ % Small Business

Additional Information



DBE/EEO Compliance Manager

Date

H. Certification of Authorized Grant:

Is this item/specification consistent with the Authorized Grant? Yes No

Are there any amendments pending? Yes No

If Yes, please attach the amendment to this Routing Sheet and explain.

Director of Grants/ Federal Compliance

Date

I. Funding Source: Federal State Local Other: _____

Funds are specifically allocated in the Department's current fiscal year budget or in a grant to cover this expenditure as follows:

Total Funding Available \$ _____

Previous Cost \$ 26,909,657.41

Revised Projected Cost \$ 27,494,657.41

FTA Grant No.(s) 1 Ferry.1047____

Line Item(s) _____

Operations/Department Code _____

Budget Code(s) _____

Other _____

Budget Analyst

Date

J. _____

Safety _____
Date

K. Authorizations:

Department Head

Date

Division Manager

Date

Director of Procurement

Date

Chief Financial Officer

Date



Chief Executive Officer

Date

**NEW ORLEANS CORPORATE**

4298 Elysian Fields Ave, Ste. B
New Orleans, LA 70122
P: 504.283.9400
F: 504.283.9001

BATON ROUGE OFFICE

14635 S. Harrell's Ferry Road, Ste. 6D
Baton Rouge, LA 70816
P: 225.751.4643
F: 225.448.3480

LAFAYETTE OFFICE

1231 Camellia Blvd.
Lafayette, LA 70508
P: 337.456.5351
F: 337.456.5356

October 10, 2022

Regional Transit Authority

Attn: Darrell LaFrance

2817 Canal Street

New Orleans Louisiana 70119

Sent Via Email: dlafrance@rtaforward.org

**Subject: RTA Canal Street Ferry Terminal
Change Order Request #053
Recommendation for Approval**

Dear Darrell:

Royal Engineers & Consultants LLC (Royal) in conjunction with Dupont LeCorne Construction Consultants (DLCC) have reviewed the above referenced Change Order Request from Woodward APC (WAJV) and recommend acceptance of this Change Order Request for an additional cost to the RTA of \$585,000.00.

Summary:

This change order request is for additional contract time and additional general conditions to Woodward/APC due to the owner caused delays to the critical path of the project. The additional contract time requested is 158 calendar days from the contract substantial completion date (152 calendar days from the current substantial completion date after adjusted for CO#4). The use of time impact analysis comparing the baseline schedule to project updates #1-#17 covering the time period from September 10, 2020 to February 1, 2022 proved a 158 calendar day delay. The Time Impact Analysis (TIA) was completed by the project's scheduling consultant, PMO Link.

The causes of the delays are outlined in detail in the TIA but can be summarized briefly in this section. The project kicked off while the Regional Transit Authority (RTA) was taking over the management of the RTA from TransDev. At this time, LabMar was also starting their contract to run the Ferry service for the RTA. Both the RTA and LabMar required changes to the design of the temporary and permanent berthing access gangways and system to maximize safety and efficiency. These new requirements forced the A/E to redesign the access to both the temporary and permanent berthing and widen the gangways to allow for queuing on the gangway. The time delay to make the design changes, and then for the changes to be negotiated and agreed upon by all parties was the major cause of the delay.

The Delay Claim Agreement was negotiated between the Owner and Woodward/APC, A Joint Venture. A formal report of the TIA analysis with conclusions is attached to this change order request. Any delays after March 1, 2022 will be dealt with in a separate change order request.

The additional general conditions cost is calculated as shown in the attached COR after negotiations with RTA. The attached outlines the methodology for calculating the labor costs of estimated compared to actual. Further attachments outline the cost impacts of the general conditions' material, equipment, and subcontract costs.

Engineer's Review:

This is a change order for general conditions and not subject to engineer's review.

Cost Review:

Royal and DLCC have reviewed the costs and recommend approval based on the estimate provided. We have verified that this change order meets the minimum criteria for approval set by the RTA including:

1. That the Change Order does not include any apparent errors
2. That all back-up is included where appropriate
3. That insurances, overhead, and profit are reasonable

Outcome of Review:

The contractor originally submitted COR 053 on 11/1/2021 for \$905,051.62 and an additional 209 schedule delay days. At the time of the COR submittal the project was at a critical moment where the entire project team was focused on completing the deep foundation work ahead of the threat of high river stage, which could potentially cause significantly greater delays to the overall schedule. To mitigate the risks of high river, the RTA took various measures to accelerate the schedule, including moving the existing barge and ferry berthing to Mardi Gras world ahead of schedule to allow for marine demolition to start ahead of schedule, paid for acceleration of the temporary barge fabrication, paid for acceleration of marine demolition, and paid for acceleration of pile driving.

The RTA requested that the effects of their acceleration measures take play out prior to finalizing the contractor's delay claim. During this time period between the original delay completion and the completion of steel pipe pile driving, additional delays also took place that are outlined in the TIA, such as Hurricane Ida, Unforeseen Obstructions to Pile Driving, and Additional scope of work for Temporary Barge. For this reason, the net effect of the acceleration actions was offset by these additional delays. The comprehensive time impact of all these events are included in this COR 053 up to March 1, 2022.

After the steel pipe pile driving was complete the RTA's project team consisting of Royal, DLCC, and the RTA, met with Woodward APC to revisit the TIA and the associated change order request. The outcome of the initial meetings resulted in the agreement over the period of the delay as 158 calendar days. The RTA's project team requested that Woodward APC demonstrate their actual cost of the delay through timesheets, hourly employee rates, and actual cost of general conditions expenses.

Through the submission of the backup provided by Woodward APC the negotiation progressed and both parties agreed on a methodology to calculate the correct cost of the delays to the contractor. The actual expenses were reviewed and agreed upon, as well as the labor rates, leaving the actual additional hours caused by the delay. Looking at the actual hours worked by the contractor during the entire project and projecting the last months of the project, we calculated the difference between the original projection and the actual time spent over the job.

The final agreement quantities for COR 153 R5 were 152 additional calendar days and additional \$585,000.00 added to the GMP. This is 57 calendar days and \$320,051.62 less than the original COR 053 submission.

If you have any questions regarding this matter, please feel free to contact me.

Sincerely,

ROYAL ENGINEERS & CONSULTANTS, LLC

A handwritten signature in blue ink, appearing to read "Imbrie Packard". The signature is fluid and cursive, with a large initial "I" and "P".

Imbrie Packard
Lead Architect and Project Manager

Independent Cost Estimate (ICE)

INDEPENDENT COST ESTIMATE SUMMARY FORM

Project Name/Number: Canal Street Ferry Terminal

Date of Estimate: 11/7/2022

Description of Goods/Services: Time Impact Analysis of Temporary Berthing

☐ New Procurement

☒ Contract Modification (Change Order)

☐ Exercise of Option

Method of Obtaining Estimate:

Attach additional documentation such as previous pricing, documentation, emails, internet screen shots, estimates on letterhead, etc.

☐ Published Price List (attach source and date)

☐ Historical Pricing (attach copy of documentation from previous PO/Contract)

☐ Comparable Purchases by Other Agencies (attach email correspondence)

☐ Engineering or Technical Estimate (attach)

☒ Independent Third-Party Estimate (attach)

☐ Other (specify) _____ attach documentation

☐ Pre-established pricing resulting from competition (Contract Modification only)

Through the method(s) stated above, it has been determined the estimated

total cost of the goods/services is \$ _____ 585,000.00 _____

The preceding independent cost estimate was prepared by Darrell LaFrance, and I have reviewed and verified the cost estimate from Royal Engineering and recommend approval

Name Darrell LaFrance

Signature





PCCOR #053

Woodward/APC, A Joint Venture
1000 South Norman C. Francis Parkway
New Orleans, Louisiana 70125
Phone: (504) 822-6443

Project: 1001 - RTA Canal Street Ferry Terminal Project
54 Canal Street (Intersection of Convention Center Blvd. & Canal Street)
New Orleans, Louisiana 70130
Phone: (504) 822-6443

Prime Contract Change Order Request #053: CE #138 - Time Impact Analysis of Temporary Berthing Delays

| | | | |
|--|---|-------------------------------------|--|
| TO: | Regional Transit Authority 2817 Canal Street New Orleans Louisiana, 70119 | FROM: | WOODWARD APC a Joint Venture a Joint Venture 1000 S. NORMAN C. FRANCIS NEW ORLEANS Louisiana, 70125 |
| DATE: | 10/6/2022 | ATTN: | Darrell LaFrance (<i>Regional Transit Authority</i>) |
| CHANGE ORDER REQUEST NUMBER / REVISION: | 053 / 5 | PRIME CONTRACT CHANGE ORDER: | None |
| STATUS: | Pending - In Review | CREATED BY: | Tom Abernathy (WOODWARD DESIGN BUILD LLC) |
| SCHEDULE IMPACT: | 158 days | DATE CREATED: | 11 /1/2021 |
| | | TOTAL AMOUNT: | \$ 585,000.00 |

CHANGE ORDER REQUEST TITLE: CE #138 - Time Impact Analysis of Temporary Berthing Delays

CHANGE ORDER REQUEST DESCRIPTION:

CE #138 - Time Impact Analysis of Temporary Berthing Delays

INTRODUCTION

On September 11, 2020, the first day of the Canal Street Ferry Terminal contract, RTA placed the temporary berthing barge on hold. The barge remained on hold until March 11, 2021 when the barge work was released with an increase in scope. The work placed on hold and the work added were on the critical path of the project. These items were on the critical path because it was a project requirement that the demolition of the existing terminal not take place until the temporary berthing location was open. The critical path in the baseline schedule ran through the temporary berthing, to the marine demolition, to the wharf construction, then to the concrete paving and hardscape. The delay in the first item of the critical path had effects on the entire project duration and those effects are itemized and valued in this change order request.

DESCRIPTION

This change order request is for additional contract time and additional general conditions and scheduling consultant cost owed to Woodward/APC, A joint Venture due to the owner responsible delays to the critical path of the project.

The additional contract time requested is 158 calendar days from the contract substantial completion date (152 calendar days from the current substantial completion date after adjusted for CO#4). The use of time impact analysis comparing the baseline schedule to project updates #1-#17 covering the time period from September 10, 2020 to February 1, 2022 proved a 158 calendar day delay. The time impact analysis was completed by the project's scheduling consultant, PMO Link. The Delay Claim Agreement was negotiated between the Owner and Woodward/APC, A Joint Venture. A formal report of the TIA analysis with conclusions is attached to this change order request. Note that any delays after March 1, 2022 will be dealt with in a separate change order request.

The additional general conditions cost is calculated as shown in the attached after negotiations with RTA. The attached outlines the methodology for calculating the labor costs of estimated compared to actual. Further attachments outline the cost impacts of the general conditions' material, equipment, and subcontract costs.

ATTACHMENTS:

POTENTIAL CHANGE ORDERS IN THIS CHANGE ORDER REQUEST:

| PCO # | Contract Company | Title | Schedule Impact | Amount |
|---------------|----------------------------|---|-----------------|----------------------|
| 079 | Regional Transit Authority | CE #138 - Time Impact Analysis of Temporary Berthing Delays | | \$585,000.00 |
| Total: | | | | \$ 585,000.00 |

CHANGE ORDER REQUEST LINE ITEMS:



PCCOR #053

PCO: 079

| # | Cost Code | Description | Type | Amount |
|--|--------------------------------------|--------------------------------|-------------|---------------------|
| 1 | 01-01000.00 - WDB General Conditions | General Conditions - Non Labor | Subcontract | \$ 67,300.60 |
| 2 | 01-01000.00 - WDB General Conditions | General Conditions - Labor | Labor | \$ 472,537.00 |
| 3 | 01-01000.00 - WDB General Conditions | General Conditions in CO#4 | Subcontract | (\$22,500.00) |
| 4 | 01-01000.00 - WDB General Conditions | Negotiated Adjustment | Subcontract | (\$2,024.06) |
| Subtotal: | | | | \$515,313.54 |
| Payment and Performance Bond: \approx 0.55% Applies to Labor, Equipment, Materials, Subcontract, Owner Cost, Professional Services, Other, Miscellaneous, Overhead, and Allowance. | | | | \$ 2,813.61 |
| Pollution, RR, GL, BR, WC, Excess & Auto Insurance: \approx 4.57% Applies to Labor, Equipment, Materials, Subcontract, Owner Cost, Professional Services, Other, Miscellaneous, Overhead, and Allowance. | | | | \$ 23,539.52 |
| Contractor Fee: 8.00% Applies to Labor, Equipment, Materials, Subcontract, Owner Cost, Professional Services, Other, Miscellaneous, Overhead, and Allowance. | | | | \$ 43,333.33 |
| Grand Total: | | | | \$585,000.00 |

**Imbrie Packard (ROYAL ENGINEERS
AND CONSULTANTS LLC)**

1501 Religious St.

New Orleans Louisiana 70130

Regional Transit Authority

2817 Canal Street

New Orleans Louisiana 70119

Darrell LaFrance

WOODWARD APC a Joint Venture

a Joint Venture 1000 S. NORMAN C.
FRANCIS

NEW ORLEANS Louisiana 70125

Lane M. Louque

SIGNATURE

DATE

Woodward/APC, A Joint Venture

SIGNATURE

DATE

page 2 of 2

SIGNATURE

DATE

Printed On: 10/6/ 2022 05 :02 PM

**Woodward/APC, A Joint Venture
Verified Reimbursable Actual Costs
As A Result of Owner Caused Delay**

| | Revision 3 | | Revision 5 |
|---|---------------------|---------------------|---------------------|
| | WAJV | RTA | WAJV |
| | 8/5/2022 | 9/6/2022 | 10/6/2022 |
| Woodward Design Build Labor w/ Burden | Included | Included | \$360,333.24 |
| Woodward Design Build Phone & Data | Included | Included | \$3,561.18 |
| Woodward Design Build Vehicle | Included | Included | \$18,992.96 |
| Woodward Design Build Labor - Equip, Mat, Misc. | Included | Included | \$36,954.00 |
| Woodward Design Build Portion | \$479,847.82 | Included | \$419,841.38 |
| APC Construction Portion | \$148,173.14 | Included | \$119,996.22 |
| Reduction for Time Added in CO#04 | Included | Included | -\$22,500.00 |
| Negotiated Adjustment | Included | Included | -\$2,024.06 |
| Standard Markups | \$84,928.03 | Included | \$69,686.46 |
| Total Woodward/APC Actual Reimbursable Costs | \$712,948.99 | \$402,424.25 | \$585,000.00 |

PCCOR #053 R4

| ORIGINAL SCHEDULE | | Sep-20 | Oct-20 | Nov-20 | Dec-20 | Jan-21 | Feb-21 | Mar-21 | Apr-21 | May-21 | Jun-21 | Jul-21 | Aug-21 | Sep-21 | Oct-21 | Nov-21 | Dec-21 | Jan-22 | Feb-22 | Mar-22 | Apr-22 | May-22 | Jun-22 | Jul-22 | Aug-22 | Sep-22 |
|-------------------|------------------------------|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | Week | 9/10 - 9/16 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 |
| | WDB Senior PM | 61.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 | 87.00 |
| | WDB PM | 121.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 |
| | WDB Superintendent | 121.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 |
| | WDB Assistant Superintendent | | | | | | | | | | | | | | | | | | | | | | | | | |
| | WDB Project Admin | 29.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 | 42.00 |
| | WDB Assistant PM | 61.00 | 87.00 | 87.00 | 138.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 |
| | WDB Project Engineer | 121.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 130.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | WDB Safety Inspector | 23.00 | 33.00 | 33.00 | 33.00 | 33.00 | 33.00 | 33.00 | 33.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 | 32.00 |
| | WDB DBE Coordinator | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | APC Project Manager | | | | 104.00 | 104.00 | 104.00 | 104.00 | 104.00 | 104.00 | 104.00 | 104.00 | 104.00 | 104.00 | 104.00 | | | | | | | | | 104.00 | 104.00 | 104.00 |
| | APC Project Superintendent | | | | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | | | | | | | | | 173.00 | 173.00 | 173.00 |
| | APC Assistant Superintendent | | | | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | | | | | | | | | 173.00 | 173.00 | 173.00 |
| | APC Surveyor | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | 173.00 | | | | | | | | | 0.00 | 0.00 | 0.00 |
| | APC Safety Rep | | | | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | 35.00 | | | | | | | | | 35.00 | 35.00 | 35.00 |

[illegible]

| ORIGINAL SCHEDULE | | Oct-22 | Nov-22 | Dec-22 | Jan-23 | Feb-23 |
|------------------------------|--|--------|--------|--------|--------|---------------|
| Week | | 26 | 27 | 28 | 29 | Thru 2/14/23 |
| WDB Senior PM | | | | | | 1843.0 1843.0 |
| WDB PM | | | | | | 3686.0 3686.0 |
| WDB Superintendent | | | | | | 3853.0 3853.0 |
| WDB Assistant Superintendent | | | | | | 3184.0 3184.0 |
| WDB Project Admin | | | | | | 964.0 964.0 |
| WDB Assistant PM | | | | | | 3686.0 3686.0 |
| WDB Project Engineer | | | | | | 1341.0 1341.0 |
| WDB Safety Inspector | | | | | | 743.0 743.0 |
| WDB DBE Coordinator | | | | | | 0.0 0.0 |
| APC Project Manager | | | | | | 1248.0 1248.0 |
| APC Project Superintendent | | | | | | 2076.0 2076.0 |
| APC Assistant Superintendent | | | | | | 2076.0 2076.0 |
| APC Surveyor | | | | | | 420.0 420.0 |
| APC Safety Rep | | | | | | |

| DELAY CLAIM | | Oct-22 | Nov-22 | Dec-22 | Jan-23 | Feb-23 |
|------------------------------|--|--------|--------|--------|--------|--------------|
| Week | | 26 | 27 | 28 | 29 | Thru 2/14/23 |
| WDB Senior PM | | 80.00 | 80.00 | 100.00 | 16.00 | 0.00 |
| WDB PM | | 160.00 | 160.00 | 200.00 | 40.00 | 0.00 |
| WDB Superintendent | | 160.00 | 160.00 | 200.00 | 0.00 | 0.00 |
| WDB Assistant Superintendent | | 160.00 | 160.00 | 200.00 | 80.00 | 0.00 |
| WDB Project Admin | | 40.00 | 40.00 | 50.00 | 20.00 | 0.00 |
| WDB Assistant PM | | 128.00 | 128.00 | 160.00 | 80.00 | 0.00 |
| WDB Project Engineer | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| WDB Full Time Labor | | 160.00 | 160.00 | 200.00 | 0.00 | 0.00 |
| WDB Safety Inspector | | 10.00 | 10.00 | 10.00 | 4.00 | 0.00 |
| WDB DBE Coordinator | | 25.00 | 25.00 | 25.00 | 10.00 | 0.00 |
| APC Project Manager | | | | | | |
| APC Project Superintendent | | | | | | |
| APC Assistant Superintendent | | | | | | |
| APC Surveyor | | | | | | |
| APC Safety Rep | | | | | | |

TOTAL \$472,537

| ** Temp. Berthing Acceleration on Total MH | Demo & Wharf Acceleration Total MH | Bienville Wharf Tie In Total MH | Total MH Credit for Acceleration |
|--|------------------------------------|---------------------------------|----------------------------------|
| 78.00 | 3.00 | 0.00 | 81.00 |
| 156.00 | 136.50 | 18.00 | 310.50 |
| 156.00 | 134.50 | 18.00 | 308.50 |

APC Project Manager
APC Project Superintendent
APC Assistant Superintendent

| Phone / Data | | Budget MH Delta | Phone & Data Rate | Added Phone & Data Cost |
|--------------|--|-----------------|-------------------|-------------------------|
| | | 450 | 0.75 | \$338 |
| | | 901 | 0.75 | \$675 |
| | | 723 | 0.75 | \$542 |
| | | 888 | 0.75 | \$666 |
| | | 218 | 0.00 | \$0 |
| | | 708 | 0.75 | \$531 |
| | | 901 | 0.75 | \$675 |
| | | 820 | 0.00 | \$0 |
| | | 51 | 0.75 | \$38 |
| | | 127 | 0.75 | \$95 |
| | | 496 | 0.75 | \$372 |
| | | 731 | 0.75 | \$548 |
| | | 414 | 0.75 | \$311 |
| | | NA | NA | NA |
| | | NA | NA | NA |

TOTAL \$4,792

| Vehicle | | Budget MH Delta | Vehicle Rate | Added Vehicle Cost |
|---------|--|-----------------|--------------|--------------------|
| | | 450 | 4.00 | \$1,801 |
| | | 901 | 4.00 | \$3,603 |
| | | 723 | 4.00 | \$2,892 |
| | | 888 | 4.00 | \$3,552 |
| | | 218 | 0.00 | \$0 |
| | | 708 | 4.00 | \$2,831 |
| | | 901 | 4.00 | \$3,603 |
| | | 820 | 0.00 | \$0 |
| | | 51 | 4.00 | \$204 |
| | | 127 | 4.00 | \$508 |
| | | 496 | 4.00 | \$1,982 |
| | | 731 | 4.00 | \$2,924 |
| | | 414 | 4.00 | \$1,656 |
| | | NA | NA | NA |
| | | NA | NA | NA |

TOTAL \$25,555

| APC - General Conditions MH | | | | | |
|-----------------------------|--|-----------------|------------------------------|--------------------------|-------|
| Change Order # | Change Order Description | Project Manager | Project Superintendent Hours | Assistant Superintendent | |
| 1 | Update Drawings and Specs | 0 | 0 | 0 | 0 |
| 2 | RFP 2- Temp Boarding Barge | 0 | 0 | 0 | 0 |
| 3 | Change Order Mx % OH&P | 0 | 0 | 0 | 0 |
| 4 | Shearing Lifting Towers | 0 | 0 | 0 | 0 |
| 5 | RFP 5- Wharf and Queuing Pavillion Design | 0 | 0 | 0 | 0 |
| 6 | Temporary Berthing Accelerated Schedule- Subcontract | 0 | 0 | 0 | 0 |
| 7 | Temporary Berthing Accelerated Schedule- JV | 78 | 156 | 156 | 156 |
| 8 | RFP 3- Permanent Barge Redesign | 0 | 0 | 0 | 0 |
| 9 | Transportation of Gangway to Jobsite | 0 | 0 | 0 | 0 |
| 10 | Pile Line Excavation | 0 | 0 | 0 | 0 |
| 11 | Pedestrian Bridge Hinge Section and Disconnecting Canal Street Barge | 0 | 0 | 0 | 0 |
| 12 | Transition Plate Install at Temporary Berthing Phase 1 | 0 | 0 | 0 | 0 |
| 13 | Exploratory Excavation Phase 2 | 0 | 0 | 0 | 0 |
| 14 | Gate Install on Temporary Berthing | 0 | 0 | 0 | 0 |
| 15 | Shoring Bulkhead and Predrill Piles Allowance- Remove from Contract | 0 | 0 | 0 | 0 |
| 16 | Marine Demolition and Wharf Pile Acceleration- Through WE 2/6 | 3 | 117.5 | 134.5 | 134.5 |
| 17 | Clean Welds on Mooring Dolphin for Visual Inspections | 0 | 0 | 0 | 0 |
| 18 | Marine Demolition and Wharf Pile Acceleration- Through WE 2/13 | 0 | 19 | 0 | 0 |
| 19 | Pile Line Excavation Actual Debris Haul Off | 0 | 0 | 0 | 0 |
| 20 | Compliance Requirement with Attachment A | 0 | 0 | 0 | 0 |
| 21 | Demo Obstruction for Pile #48 | 0 | 0 | 0 | 0 |
| 22 | Expedite Downstream Mooring Fender | 0 | 0 | 0 | 0 |
| 23 | Wharf Bent 1,2,3 Extension | 0 | 0 | 0 | 0 |
| 24 | Bienville Wharf Tie In | 0 | 18 | 18 | 18 |
| 25 | Telehandler Fork Pin Replacement | 0 | 0 | 0 | 0 |
| 26 | Epoxy Mastic on Mooring Dolphins | 0 | 0 | 0 | 0 |
| | Revise and Increase Tension Pile Detail | 0 | 0 | 0 | 0 |
| | | 81 | 310.5 | 308.5 | 308.5 |

Labor Rate Summary

| Classification | Raw Labor | Burden | Total Labor | Vehicle | Phone & Data | Grand Total |
|------------------------------|-----------|---------|-------------|---------|--------------|-------------|
| WDB Senior PM | \$71.07 | \$36.96 | \$108.03 | \$4.00 | \$0.75 | \$112.78 |
| WDB PM | \$54.11 | \$28.13 | \$82.24 | \$4.00 | \$0.75 | \$86.99 |
| WDB Superintendent | \$48.41 | \$25.17 | \$73.58 | \$4.00 | \$0.75 | \$78.33 |
| WDB Assistant Superintendent | \$37.08 | \$19.28 | \$56.36 | \$4.00 | \$0.75 | \$61.11 |
| WDB Project Admin | \$24.43 | \$12.71 | \$37.14 | \$4.00 | \$0.75 | \$41.89 |
| WDB Assistant PM | \$33.89 | \$17.62 | \$51.51 | \$4.00 | \$0.75 | \$56.26 |
| WDB Project Engineer | \$29.87 | \$15.53 | \$45.40 | \$4.00 | \$0.75 | \$50.15 |
| WDB Full Time Labor | \$27.81 | \$14.46 | \$42.27 | \$4.00 | \$0.75 | \$47.02 |
| WDB Safety Inspector | \$58.87 | \$30.60 | \$89.47 | \$4.00 | \$0.75 | \$94.22 |
| WDB DBE Coordinator | \$50.22 | \$26.12 | \$76.34 | \$4.00 | \$0.75 | \$81.09 |
| APC Project Manager | \$56.16 | \$18.72 | \$74.88 | \$4.00 | \$0.75 | \$79.63 |
| APC Project Superintendent | \$55.03 | \$18.34 | \$73.37 | \$4.00 | \$0.75 | \$78.12 |
| APC Assistant Superintendent | \$38.88 | \$12.96 | \$51.84 | \$4.00 | \$0.75 | \$56.59 |