



Legislation Details (With Text)

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Title: Canal Street Ferry Terminal Project Amendment Request to Woodward-APC's Contract

Sponsors:**Indexes:****Code sections:**

Attachments: 1. Attachment 1 - Board Resolution Amend Woodward-APCs Contract, 2. Attachment 2 - PCCOR #026 R1, 3. Attachment 3 - Royal Cost Analysis and Recommendation, 4. Attachment 4 - MiNO's Recommendation, 5. Attachment 5 - ICE Form, 6. Attachment 6 - C&C Marine Hull Survey Diminution, 7. Attachment 7 - Photos, 8. Canal Street Ferry Terminal Project Amendment Request to Woodward APC's Contract.pdf

Date	Ver.	Action By	Action	Result
6/22/2021	1	Board of Commissioners	adopted	Pass
6/10/2021	1	Finance Committee	approved	Pass

Canal Street Ferry Terminal Project Amendment Request to Woodward-APC's Contract

DESCRIPTION: Requesting Board Authorization to Amend Woodward-APC's contract to include additional repair work to the Jackson Avenue Barge	AGENDA NO: Click or tap here to enter text.
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

RECOMMENDATION:

To authorize the Chief Executive Officer to amend Woodward-APC's contract to include additional Jackson Ave. Barge repair work to the Canal Street Ferry Terminal project.

ISSUE/BACKGROUND:

In March 2021, C&C Marine, sub-contractor to Woodward-APC, was issued a notice to proceed with modifying the Jackson Ave. Barge into the Canal Street Ferry Terminal (CSFT) project's Temporary Berthing. As part of C&C's scope, C&C completed an Ultrasonic Thickness (UT) test to determine if the barge had sustained any significant losses in thickness. The UTI test yielded that large sections of the hull beneath the waterline had sustained losses of over 25% to 30% of its original thickness.

MiNO, marine engineer subcontracted to Infinity, reviewed the UT test results and stated since these losses were over allowable industry standard thresholds, that it is recommended diminished sections of hull be removed and replaced in order for the barge to be seaworthy.

DISCUSSION:

Due to the excessive percentage of hull thickness loss, if repairs are not performed, then the barge would be at an unacceptable level of risk for capsizing and/or sinking due to hull failure. Repairs are required to eliminate all safety risks and bring the barge into a seaworthy state. According to the Marine Engineer MiNO, the barge's seaworthiness applies to both short term use and long- term use, so repairs will be required even for Temporary Berthing use.

According to MiNO and Dupont-LeCorgne, there are two reasons the UT test could not have been performed prior to dry docking. The first was due to hazardous liquids and gases discovered in multiple barge chambers. These compartments were required to be cleaned during dry docking to safely perform the UT test. The second was due to testing accuracy. A visual inspection was required to accurately determine locations for data points, which is not possible while the barge is in water.

FINANCIAL IMPACT:

Total cost for this work is \$224,976.69 rough order of magnitude to complete the additional repairs, and will be funded through Grant LA 2017-019.12.23.06, which has an available balance of \$300,000.00.

NEXT STEPS:

Upon Board approval, staff will amend Woodward-APC's contract to include repair work in their contract.

During the performance of this contract, staff will conduct ongoing dialogue to the Board during the project development.

ATTACHMENTS:

1. Board Resolution
2. PCCOR #026 R1
3. Royal Cost Analysis and Recommendation to Approve
4. MiNO Recommendation to Approve
5. Independent Cost Estimate
6. C&C Marine Hull Diminution Survey (UT Test Report)
7. Photos

Prepared By: Stephen Mitchell, smitchell@rtaforward.org
Title: Infrastructure Project Manager

Reviewed By: Lona Edwards Hankins, lhankins@rtaforward.org
Title: Deputy Chief of Planning and Infrastructure

Reviewed By: Gizelle Johnson-Banks

Title: Chief Financial Officer

A handwritten signature in blue ink, appearing to read "Alex Wiggins".

Alex Wiggins
Chief Executive Officer

6/8/2021

Date