



## Legislation Text

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**File #:** 21-106, **Version:** 1

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## Canal Street Ferry Project Schedule Recovery

DESCRIPTION: Requesting Board Authorization to approve change orders and issue new contracts to reduce impact of schedule delays due to Covid-19 and scope changes	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:

Authorize the Chief Executive Officer:

1. Issue a change order to the construction contract with Woodward APC in the amount not to exceed \$230,000.
2. Issue a change order to the ferry operations contract Lab-Mar in the amount not exceed \$125,000.
3. Approve a contract to rent an alternative docking space for the Canal St. landing barge in an amount not to exceed \$100,000.

ISSUE/BACKGROUND:

The project is currently behind schedule due to design changes requested by RTA, State Fire Marshall, and complications of COVID-19. The design changes requested include widening of the gangway, electrical and mechanical.

The Jackson Avenue barge that will be used as the Temporary Berthing had more deferred maintenance than anticipated and contributes to the delays.

Delays are shifting the pile driving activity to a period of potential high river season. The project has a waiver and can continue working until the river reaches 13 feet, the normal work stoppage height is 11 feet. The Army Corp of Engineers has jurisdiction on all construction work within 1,500 feet of river levees.

Based on historical data, provided by the Army Corp of Engineers, the years of 2007-2018, height of the river has reached between 10 and 15 feet, an average of 5.75 monthly occurrences, max of 8 month and min of 2 months.

DISCUSSION:

Staff is recommending the suspension of ferry service if an alternative docking location cannot be secured for the landing barge. The duration is approximately 38 days tentatively the dates of

August 24-September 30, 2021. This will allow the work that cannot be performed until the temporary berthing is in place or a suspension of service happens. This body of work will be Marine Demolition including:

- Disconnect Existing Utilities from Barge
- Demolish Gangway & Access Platforms
- Disconnect and Remove Exist Barge to RTA Yard
- Demolish Vehicle Ramp
- Demolish Pedestrian Ramp Over Water
- Demolish Lifting Tower

The marine demolition will allow the construction of the wharf to progress which includes:

- Install Steel Piles
- Form & Pour Concrete Wharf Bents on New Piling
- Set Hollow Core Panels Phase
- The main driver for this work is to put the project in a position to begin driving the piles required for the building ahead of the peak periods of high river. This is hard to predict because the flow of the Mississippi is solely based on weather in the north, rainfall, and snowmelts. Additionally, to avoiding the weather delays, this also places the project in a better position to spend the federal grants in advance of the expiration date of August 2022.

We will be able to begin driving the piling approximately December 21, 2021, instead of March 17, 2022.

#### FINANCIAL IMPACT:

This project is funded by competitive grant funds and self-generated funds. \$455K will be charged to the appropriate cost codes LA2017-019.1047.122306, LA2017-019.1047.127693, LA2017-019.1047.123305 LA950006.1047.123405A.

#### NEXT STEPS:

Upon Board approval, staff will issue a change order to Woodward APC. Staff will continue to pursue an alternative site to relocate the existing Canal St. landing barge for temporary use.

- Project team works with IGR staff to brief the governmental, neighborhood and business stakeholders.
- Finalize the feasibility of the use of an alternative landing.
- Project team works with Communication teams.

#### ATTACHMENTS:

1. Board Resolution
2. Analyst Summary

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Alex Wiggins  
Chief Executive Officer

7/22/2021

Date