
From: Randy Bullard [REDACTED]@bullardmarinesolutions.com>
Sent: Friday, December 24, 2021 4:16 PM
To: Elissa Deloach; Trenton Deloach
Cc: Ronald Mancuso; zDave Deloach
Subject: Re: MV MOLLYE D / HWY 182 Bayou Ramos Bridge Allision / 23 NOV 21
Attachments: 182 Bridge Binder.pdf

Good Afternoon All,

I wanted to report I just received a second call requesting information regarding a phone call from Rachel Rayburn at Ingram Claims, asking about survey findings/ damages on the Ingram barges in tow. Last night I received a call from Alton Johnson at Ingram M&R for the same reason.

I advised Rachel my assessment of the damage to the FJC 70B, based on Ron's pictures, the report of no damage to any other equipment, and the fact it was going to the scrap yard.

Please advise if there is anything else needed.

Thanks!

Randy Bullard
CMS/ACMS #333

BULLARD MARINE SOLUTIONS

On Dec 24, 2021, at 13:19, Randy Bullard [REDACTED]@bullardmarinesolutions.com> wrote:

Good Afternoon Elissa,

At your request I attended survey of the HWY 182 Bayou Ramos Bridge between Amelia and Morgan City, LA after it was reported that at approximately 0320 on 23 NOV 20 while the MV MOLLYE D was eastbound at MM 90.9 W of the Gulf Intracoastal Waterway with six (6) barges in tow configured two wide by three long, the head of the tow made contact with the south side of the HWY 182 Bayou Ramos Bridge, the bridge support system, and the adjacent independent pipe lay crossing.

REPORTS:

LADOTD – Dustin Royer (ROW-yay); Bridge Inspector IV / Onsite Supervisor, + 3-man crew

- Bridge closed for months to accommodate demolition and repair of (2) bridge spans and (1) bridge pier, consisting of (6) concrete pier piles and (1) concrete pier cap.
- Due to pre-existing road work and nearby bridge conditions, the Hwy 182 Bayou Ramos Bridge was designated as the route for permit/wide/heavy traffic.
- The new permit/wide/heavy traffic route will be Hwy 1 – Hwy 70 (Pierre Part, Plattenville, Thibodeaux, Raceland).
- Royer showed pictures of damage on his phone but actual inspection not conducted at time of interview pending arrival of small boat to get under bridge.

- 16' skiff arrived with sign crew and Royer conducted bridge inspection.
- Despite request for briefing of damage after inspection, Royer departed while additional information was being gathered.

St. Mary Parish Water & Sewer Commission No. 1 – Brian Tabor; Operations Manager, + 5-man crew

- 182 Tower alarmed approx. 0330hrs for water level drop in tower - Brian Tabor alerted
- Tabor arrived onsite approx. 0500hrs – location of leak delayed due to darkness, blocked vision of pipelay, and expectation of visible water leak versus actual leak location under the waterline in Bayou Ramos.
- Valves closed isolating damaged area.
- Existing active 6" water line bayou crossing on north side of bridge direct lay underwater.
- Tabor and crew establishing temporary fix by routing southern water flow in to northern line on east and west banks of Bayou Ramos.
- Fix cannot be permanent as it creates a "dead-line" system, versus a "loop" system necessary to maintain proper levels for public safety.
- Crew expected to complete establishment of temporary service between 2000hrs-2100hrs.
- Service interruption affected approx. 150 residences + businesses; mostly residential
- Permanent fix – Demolition and renewal of pipe lay support system, two valves, 465' of new pipe

Atmos Natural Gas – No direct rep contact; corroborating reports from LADOTD and SMW&S

- Atmos maintenance/repair crew closed valves in east and west bank.
- 2" coated gas line cut on east and west bank and capped on each live end.
- Approximately 465' of 2" coated pipe effectively taken out of line.
- No report/explanation of affected temporary, or planned permanent repairs.
- Speculated permanent fix – Same/similar as/to water.

St. Mary Parish Sheriff's Dept. – Officer Kyle, K (female officer)

- Received call at 0700hrs and dispatched (1) officer in (1) unit to west bank bridge apron to enforce bridge closure.
- Team short staffed; Morgan City Police requested to assist but unable to provide/spare an officer/unit.
- Officer Kyle departed at 1300hrs when relieved by Morgan City Fire.

Morgan City Fire Dept. – Fireman in pickup truck unit

- Arrived at 1300hrs.
- Departed at 1530hrs when LADOTD sign crew arrived.

Amelia Fire Dept. – No direct contact

- Enforcement of the east bank apron for bridge closure.
- Departed at 1530hrs when LADOTD sign crew arrived.

LADOTD Sign Crew – No contact

- Established (2) reflective panel barricades on each side of the bridge.
- Established (4) water barrier/jersey walls on each side of the bridge.

FINDINGS:

- Bridge Span lengths are 31'
- Bridge overall width is 43'
- Bridge airgap measured at 9'2" (1530hrs, 23 NOV 21)
- Pipe lay support system comprised of newer outside vertical timber piles joined by new and old horizontal timber crossmembers near the top of the timbers serving as the pipe lay cradle, with the crossmembers set atop old vertical piles

- Fresh 2” pipe cuttings and drops on both east and west banks near Atmos gas line
1. At the union of the No. 7 & 8 bridge spans from the west bank, extending 5’ east and west for a total length of 10’ the lower 2’ of both the bridge retaining wall and the No. 7 longitudinal girder are fractured/chunked/broken.
 2. The No. 7 bridge support pier piles No. 6 & 7 are fractured/cracked/broken/crushed and displaced from proper position while the transverse horizontal pier cap is fractured/broken approximately 20’ inboard of the southern bridge retaining wall in way of the No. 5 pier pile and is displaced approximately 8’ to the east leaving the union of the No. 7 & 8 bridge spans unsupported for width of the eastbound lane of the bridge.
 3. Commencing at the No. 5 pipe lay support from the west and extending to support No. 15, approximately 160’ of 6” water line, 2” gas line, two (2) unidentified 4” lines, and two (2) unidentified 3” lines have been unsupported/displaced/bent/damaged/broken.
 4. Pipe lay supports No. 5 – 9 and 13-15 center vertical piles and horizontal pipe lay crossmembers are damaged/fractured/cracked/displaced/torn adrift
 5. Pipe lay supports No. 10 – 12 are broken/displaced/missing in entirety.

RECOMMENDATIONS:

- 1-2. Demo, Remove, & Renew two (2) bridge spans and the support pier in way
 - a. Two (2) asphalt bedded poured concrete bridge spans 43’ x 31’ with formed 2’10” height retaining walls supported by seven (7) 2’ x 1’ longitudinal concrete girders
 - b. One (1) transverse formed concrete pier cap 2’6” x 2’3” x 20’
 - c. Seven (7) 1’6” x 1’6” formed concrete vertical pier piles
3. Demo, Remove, & Renew six (6) member pipe lay
 - a. One (1) 465’ linear length of 6” steel pipe w/ necessary connections
 - b. One (1) 465’ linear length of 2” steel pipe w/ coating and necessary connections
 - c. One (1) 465’ linear length of 4” aluminum pipe w/ necessary connections (appears to be telecom)
 - d. One (1) 465’ linear length of unspecified telecom cable bundle
 - e. One (1) 465’ linear length of 4” aluminum pipe w/ necessary connections (pending confirmation of active use)
 - f. One (1) 465’ linear length of unspecified 4” pipe contents presumed to be telecom or similar cable bundle (if active)
 - g. Two (2) 465’ linear length of 3” steel pipe w/ necessary connections (pending confirmation of active use)
4. Demo, Remove, & Renew pipe lay support system
 - a. Eight (8) 12” timber piles*
 - b. Eight (8) 6” x 4” x 12’ timber horizontals
 - c. Necessary hardware
5. Demo, Remove, & Renew pipe lay support system
 - a. Six (6) 12” timber piles
 - b. Three (3) 12” timber piles*
 - c. Three (3) 6” x 4” x 12’ timber horizontals

* Note: The center pile line is comprised of old timber pile in poor condition that appear to have been prior outside support pile cut down in height and used as supports for the crossmembers when the newer piles were installed, and are unconfirmed as necessary in the renewal.

Bridge reported to have undergone inspection 13 DEC 21 – 16 DEC 21 (<http://perba.dotd.louisiana.gov>)

Barges were not surveyed as they were not onsite, the barge that suffered damage in the contact was enroute to a recycling facility to be processed as scrap due to end of vessel lifespan, and no damage was reported to the other five (5) vessels in tow.

Please see the attached photo binder.

Based on the above, the reserve amount recommendation is \$1.5mm to cover the recommended repairs, as well as margin for possible emergency service provider and utility downtime charges.

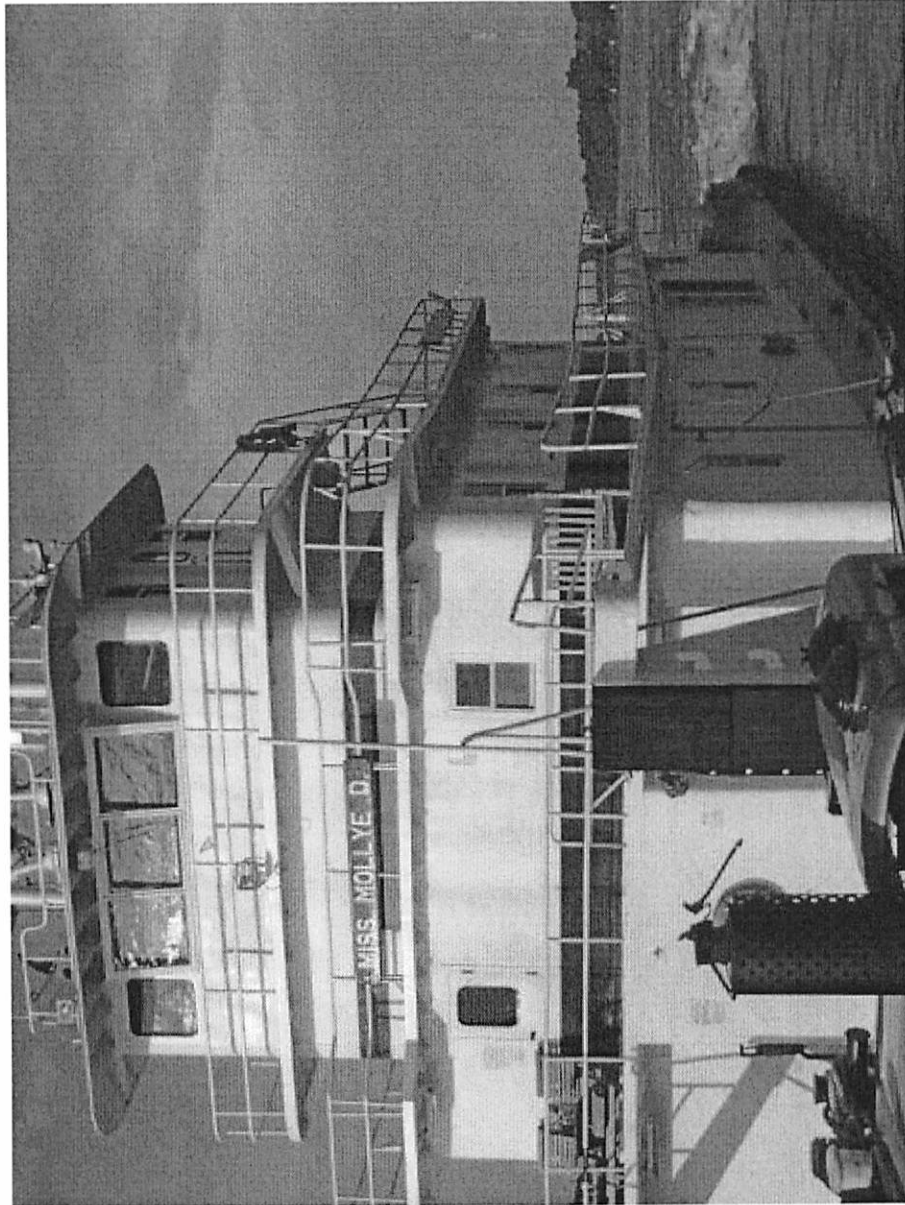
Thank you and Merry Christmas!

(Please note April nor Margaret are cc'd)

Randy Bullard
CMS/ACMS #333

BULLARD MARINE SOLUTIONS







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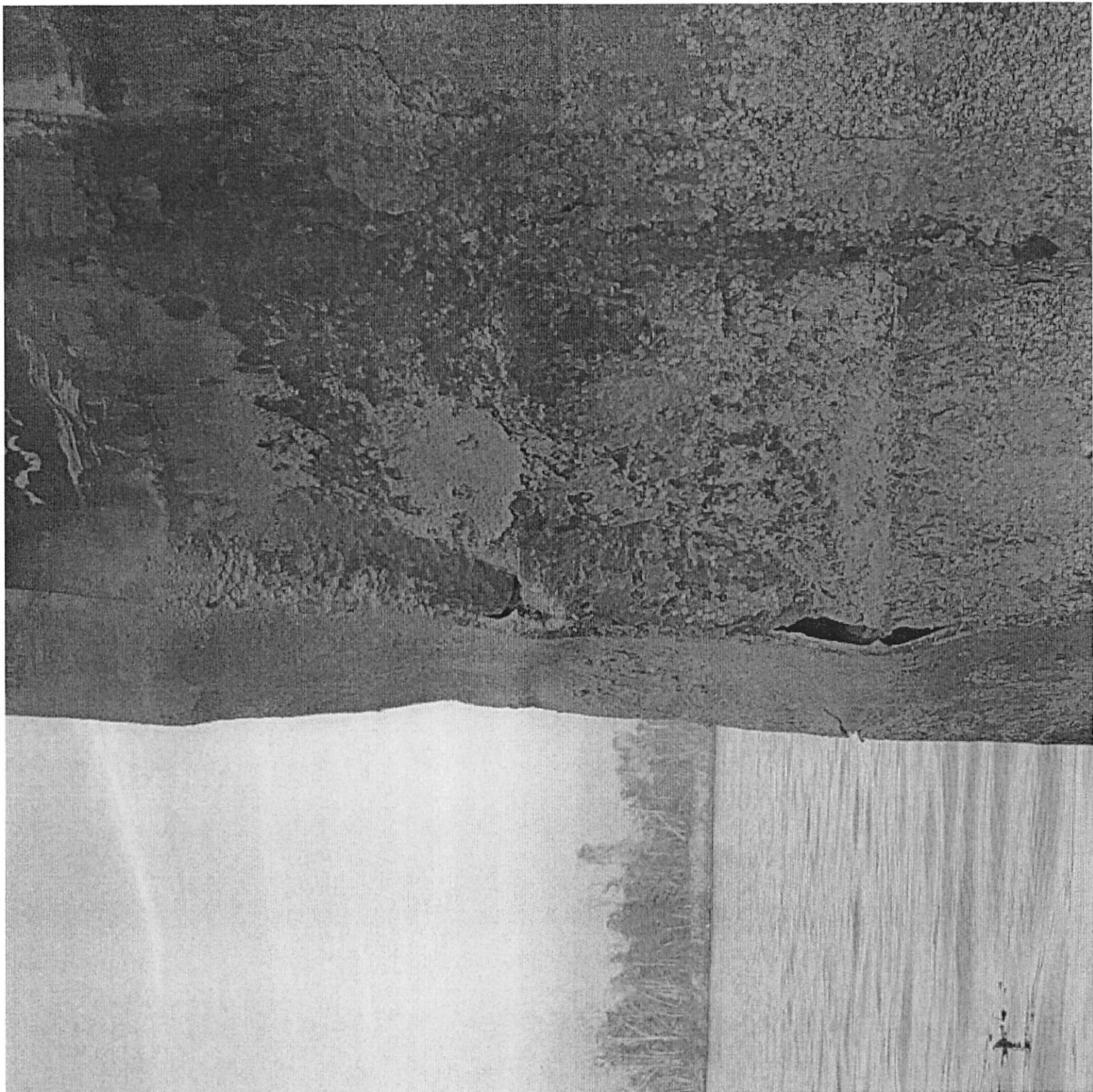
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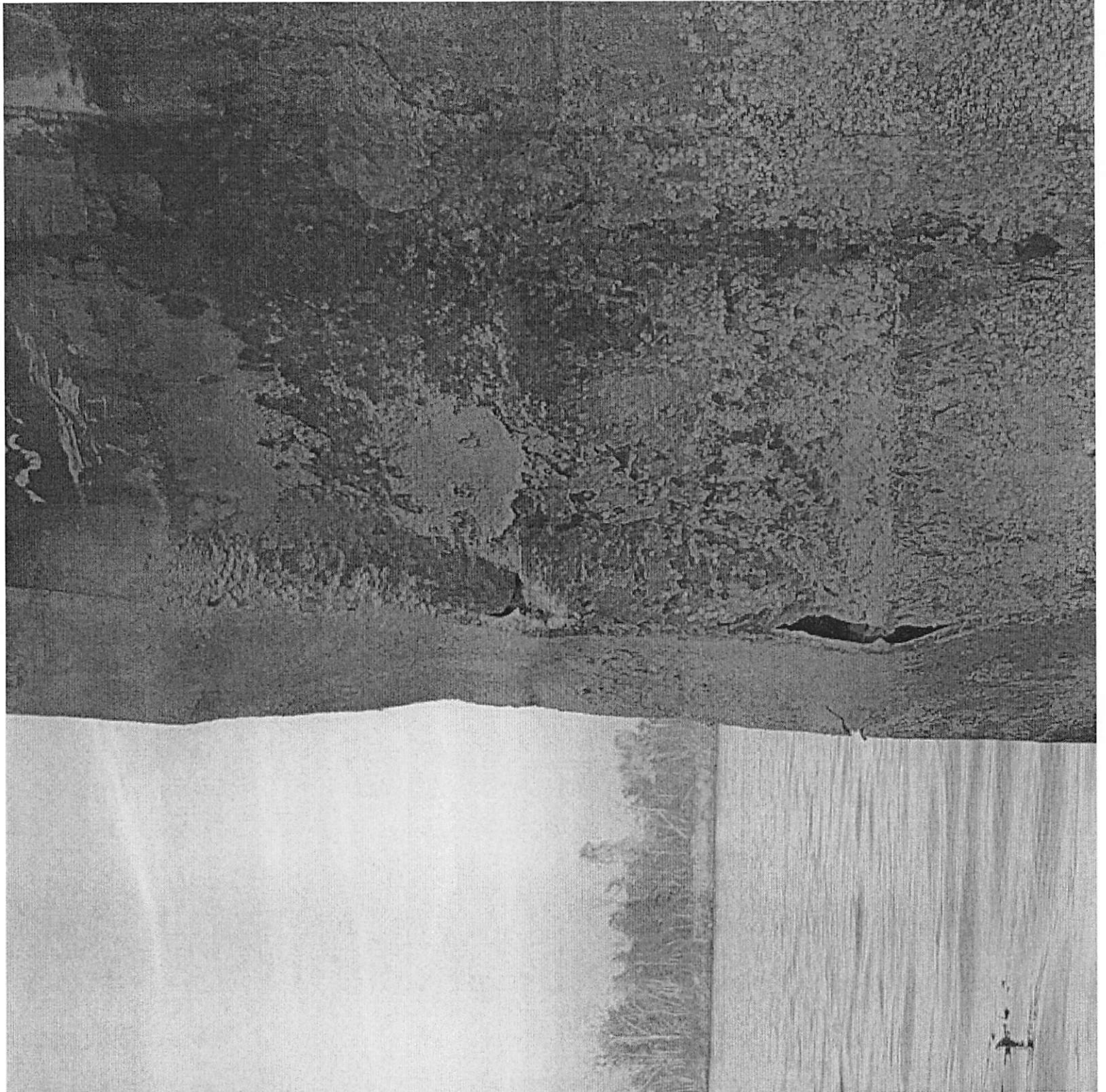


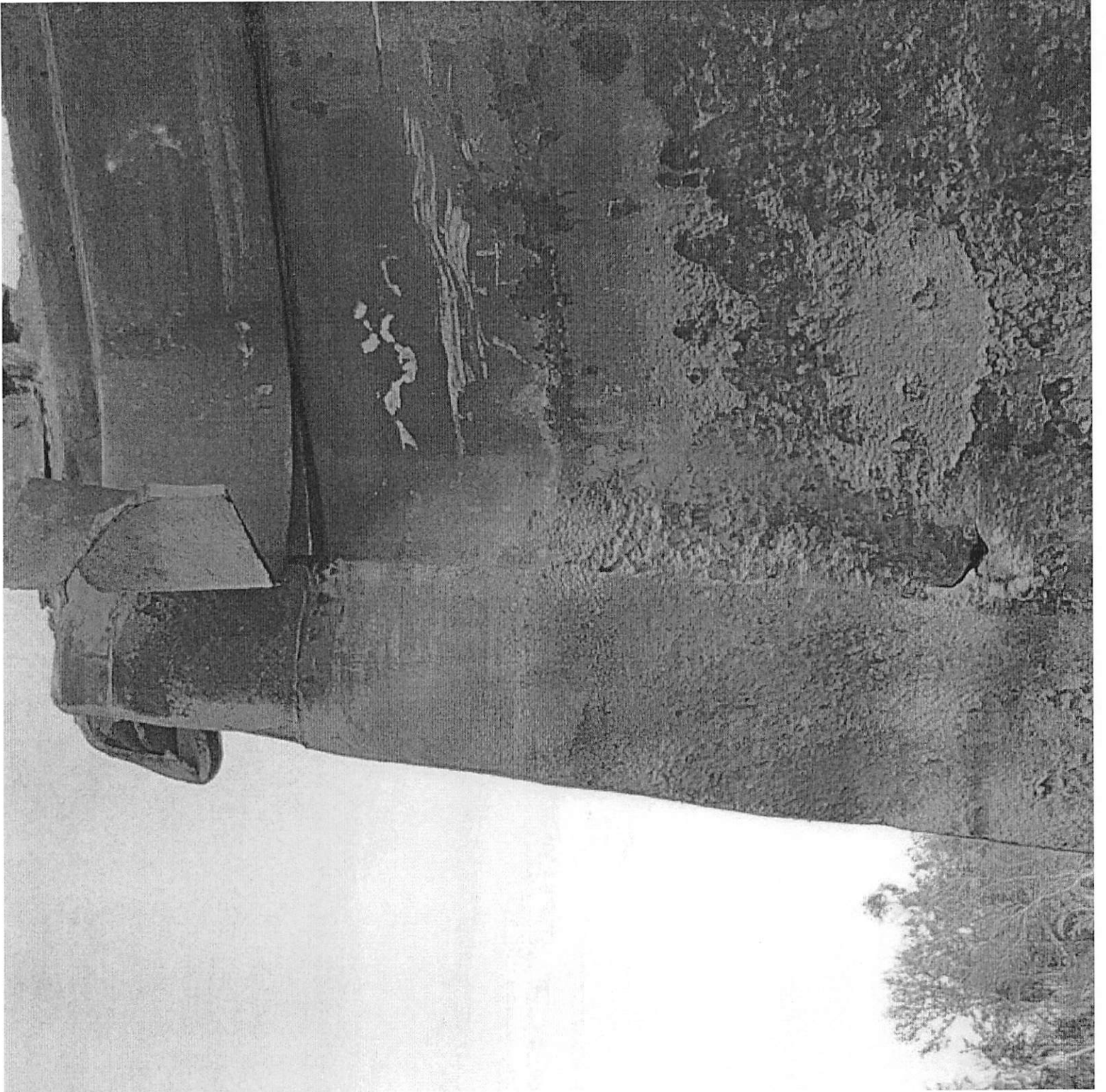
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Bayou Ramos Bridge

Write a description for your map.

Legend

- Bayou Lafourche
- Bayou Ramos Wrecker Services
- FARM-GATE MAIN RD
- GIWW
- Path
- Trenton



DMS000858

Google Earth

HWY 182 BAYOU RAMOS BRIDGE

Photo Binder

